

Six-day team debut

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bike test:**

Italian flash

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mile:**

Springer on top

WEST

Volume XIII : Number 37 : September 21, 1976

75¢



Desert Dessert
Larry Roeseler talks
Family Enduro tips

NEWSPAPER

The latest rumor to come out of Japan is that Yamaha will make a full scale return to GP road racing with all new models of their 350 and 500cc works bikes. The team will be a two star affair apparently with Johnny Cecotto and American Steve Baker as the likely candidates.

The Motorcycle Industry Council, along with its recently-signed co-op with the AMA, is sending out "Land Use Advisories" to member dealer organizations to warn of land-use meetings and impending regulation in the members' area. Read 'em, heed 'em, and pass them around, because the lesson from California is — it only gets worse if you don't get involved. And it does affect sales.

Takazumi Katayama, the Japanese ace who finished second at last year's Ontario National road race, will return to America for the AMA National at Riverside this year. Katayama will ride a TZ750 prepared by Mack Kambayashi, who also tunes for Gary Scott and David Emde.

Roadracers, don't give up on us. The report promised in an "Upshot" bulletin failed to materialize when our reporter blew the crank on his CB750 on the way to Sears Point. And the CMC Willow race is still working its way through the paper mill because the Lame Camel screwed up. As a penance, we are sending him to Japan. He will return packed in a large tin, labelled "Fish Heads."

Finland's Yrjo Vesterinen, aboard a works Bultaco, took the points lead in the World Trials Championship Series by a scant two points from teammate Martin Lampkin recently. Montesa's Ulf Karlson was the winner of the August 29 Swedish round with Vesterinen second.

Greg Barbacovi's "High School Form" talk show on KHJ Radio (930 on your AM set) will feature an interview with Women's Nat'l. Champion Sue Fish on Sunday, September 19 at 11:30 p.m. Greg is another media personality who cut his teeth on writing Cycle News race reports. Which goes to say, if ya can't be rich, at least be famous.

The ladies musta' been doing their spadework in Southern California. Seems that AMC is starting a Women's Pro class at Saddleback September 26 (100% payback); and CRC will kick off a similar class at Indian Dunes October 3. The AMC program will also have a Women's Sportsman class with 30% brass. Wave of the future?

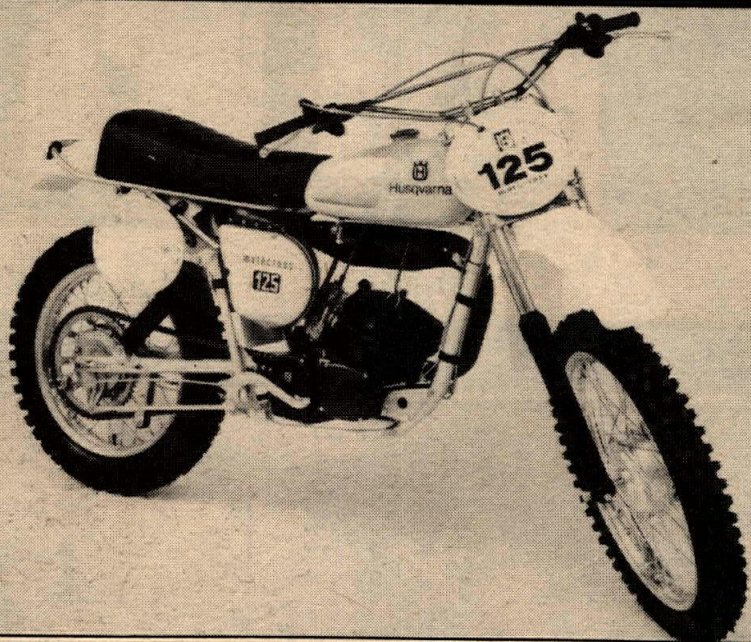
The New Mexico Multiple Use Advisory Board to the BLM meets September 22-23 at the Inn at Loretto in Santa Fe, N.M. The afternoon of the 22nd will be devoted to public comments on new BLM off-road regs (which were featured in last week's Political Lifeline). To speak, contact PR officer Doyle Kline in advance at the State BLM Office, Post Office/Federal Bldg., Santa Fe, N.M.

September 17, the Lakeview Dist.sBLM Advisory Board meets to consider, among other things, a proposed Memorial Day race. Meeting time is 9:00 a.m., place is the Lakeview Community Center, Lakeview, Oregon.

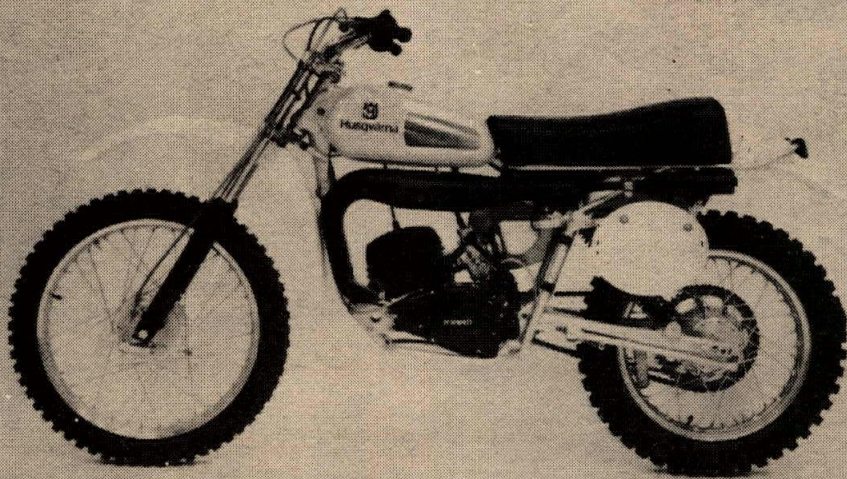
The British press, rank speculators, are now speculating that Bultaco will rely on Jim Pomeroy alone in 1977 250cc GP motocross, for teammate Bengt Aberg has been looking for a thumper ride on CCM.

You'll never know what you might see on re-cycled TV. A recent "Best of Groucho" show featured an interview with then-Grand National Champion Brad Andres, vintage 1956. Asking Brad if he wasn't a bit young to be a motorcycle racing champion, Groucho answered his own question with, "... I guess there aren't too many old motorcycle racing champions." No, Dick Mann hadn't been invented, yet.

THE LATEST POOP BY PAPA WEALEY



Husqvarna's new 1977 125 CR motocrossers have arrived and are now available. Although the '77 models will feature a vast number of technical improvements and modifications, there will be no increase in price over last year's 125 CR.



Groucho Marx once pointed out that his family was big on motorcycles: "Harpo rode a Harley, I rode an Indian and Chico favored a girl from Topeka..." Pretty heady stuff for Middle America, circa 1956.

It's a bit early for electioneering, but California biker/voters should know about and stay on top of ballot Proposition 13, a proposal to legalize dog racing in the state. One of the first things the dog promoters will get if they win is a 100-day season at San Jose, effectively shutting out all motorcycle racing there. Don't let it happen.

Kawasaki recently debuted their new 330cc trials bike in Great Britain with

Don Smith and Japanese champ Fumihero Kato doing the riding. Reports say that extensive use of magnesium has the bikes weighing in at 171 pounds.

Debuted at London's Earls Court Motorcycle Show last week was Triumph's 900cc Trident. While full scale production of the bike remains a question mark, 1977 Bonneville were displayed and will definitely be available on both sides of the ocean.

Kenny Roberts, approached at the Talladega National, says he has no ambitions for the GP season in 1977, "we'll see what the rest of the season brings and what Yamaha wants to do when contract renewal time comes."

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UP SHOT

Belgian bulge at des Nations

The Belgian motocross team led by five time World Champion Roger DeCoster continued its winning ways at the Motocross des Nations in Holland. DeCoster riding a 400 Suzuki went 2-1 to win overall. Heikki Mikkola (Hus) was second 3-2, Raymond Herlings third (4-3), Moisseev fourth (1-7), Jaak Van Velthoven fifth (7-4), Sand specialist Frans Sigmans sixth (5-8) and Tony DeStefano was again top American with a 10-6 score for seventh. Belgium won the event with a low score of 42 points over Holland's sand masters, West Germany, USSR and American finished fifth with 95 points. Complete story next week.

San Berdoo silly season's upon us

Like an old Dracula rerun, back out of its coffin comes the San Bernardino County (Calif.) ORV Regulation ordinance from our good friends, the County Environmental Improvement Agency. This 18-page draft package was "explained" September 10 to a less-than-enthusiastic audience of ORV spokesmen by EIA staff planners. Then the audience, which included such heavies as S.C.O.R.E.'s Mickey Thompson (hissself), AMA's Ron Sloan, reps from the District Desert Defense Fund, Ray Moon from CORVA, and several individual club people, did some explaining back. They went at the proposed ordinance in detail; and the upshot of their comments was that as written, the ordinance would shut down all legitimate activity in the county while paving the way for increased lawlessness.

Basically, the ordinance defines an "event" as any group of 25 or more vehicles with a common purpose or any "massed start" of 10 or more; then goes on to require that all such events held on private property much obtain a permit through the county Planning Department. It goes on to spell out the procedures and rules to be met in issuing such a permit. The two planners, one pleasant, one brown (named Pleasant and Brown, coincidentally) might as well have been tossed into a shark pool. When their boss, Director of Planning Ken Topping stepped in to pinch-hit, he too felt the heat and found pressing business elsewhere.

It became evident that the planners "have their orders" from somewhere on high to come up with some sort of ORV ordinance to present to the County Board of Supervisors later this year. It also became evident that orders or no, the proposal on the table at this meeting would be chewed up and spat at their faces. So they punted. They appointed five of the meeting attendees to an advisory committee which will also include representatives from the desert business community. There will be at least one, possibly several meetings of this committee before a revised draft and ordinance is trotted out once more. Mexican standoff.

In the meantime, desert riders/racers are urged to talk up this ordinance among themselves and with the business people they patronize in the outlying desert communities. Residents of the County should contact their Supervisor and sound him/her out. Details of the proposed ordinance and/or changes to emerge from further meetings will appear in a coming issue. Stay glued.

5 WORLD CHAMPIONSHIPS IN 6 YEARS—NOT TOO SHABBY AND ROGER DID IT WITH HALLMAN PRODUCTS

That's right, Roger DeCoster has captured 5 out of 6 World MX Championships and taken 1 second since 1971. Incredible, when you consider that Roger has competed in more than 26 gruelling championship races alone per year for 6 years to win the title of superstar. And, he's relied upon Hallman Products all the way. Reason... Hallman Products are designed for the most demanding competition—race tested and proved. Remember, you can rely on Hallman equipment for easy riding or all-out competition. Hallman Products are available across the

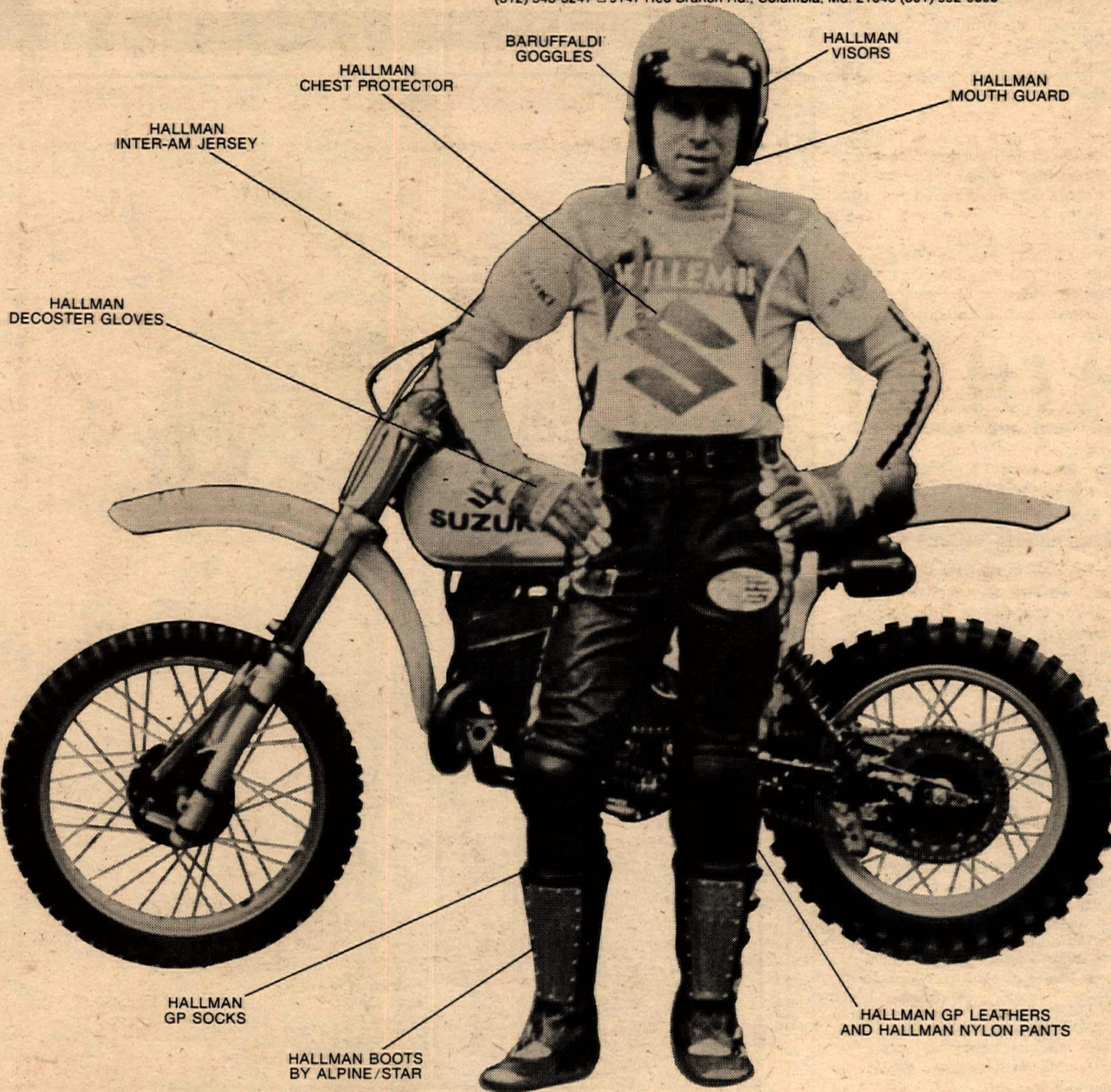
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ROGER DECOSTER'S CAREER

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1972 World Champion	1975 World Champion
1973 World Champion	1976 World Champion



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ON THE COVER: Desert scenery get inspiring in the fall as the hook and ladder starts to roll up.

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VOICES OF THE WEST



Credit memo

My family and I love reading your newspaper, but we find it very discouraging when you do not give credit where credit is due! The article I am talking about is the Rick DeLacy story, printed July 6, 1976.

You told of everyone who's been helping Rick out but you neglected to tell the readers who first started sponsoring Rick, Dan Thuet.

This is the same person who is now building Dan Hogue's bike, the No. One Class C Novice on the west coast.

P. FREY
Redwood City, Calif.

From apprehension to appreciation

I would like to pass my feelings on to the S.R.A. Board of Directors and the riders who participated in our races at the Salt Palace in Salt Lake City, July 30-31.

This was the first attempt to promote Speedway racing in Utah and I was a little apprehensive. We spent eight

months putting the two day race together and worked with S.R.A. to sanction the event.

I can say, now that the races are over, that the S.R.A. Administration and riders are a super group to work with. They traveled 750 miles to put on a very professional show and represented their sport in a very admirable way.

TERRY E. NISH
Salt Lake City, Utah

Count those undernourished fingers

Each week, undernourished fingers dig deep into a pair of worn out Levi's to barely scrape together enough pennies and nickels to purchase your fine paper from our local dealer. Give us a break!

I am one of your loyal race correspondents. Each weekend I give up "boozin' with the boys" to give some of the local hotshoes a little coverage. I battle man-eating bugs at night shorttracks and wither under scorching ultra-violet rays during daytime TT's. I constantly put my life on the line trying to get "the shot" that may grace your

pages. More than once I've escaped permanent disaster in the form of a 125 Novice, screaming towards me, handlebars slapping the tank with such speed. It tends to make one dizzy.

Now don't get me wrong, I enjoy being a correspondent, but why do correspondents have to cough up seventy-five cents each week to see what they worked so hard and unselfishly for?

I am not alone in this cry for economic justice. Correspondents of the west, stand up and be counted!

COSMIC CAT
Outer Ionisphere, CA.

Better Land Mangement?

The District 37 Barstow to Vegas Hare & Hound race has been cancelled due to the Better Land Mangement, because no one has written up a report on the environment or the course in the area from the last Barstow to Vegas race. I was wondering why you guys can't get someone to write up a report and send to the Better Land Mangement so us guys can race.

BYRON BOSWELL
Garden Grove, CA.

What happened, Byron, was a bit of organizational blackmail, when the BLM said to us, "Gee, fellas, we don't have enough money and manpower to do your report (hint, hint)." Maybe we should volunteer the services of the Phantom Duck, who could do a unique "Duck's Eye View" of the environment between Barstow and Las Vegas. How 'bout it, Duck? ... Ed.

Detective story

In your September 7 issue, under Fremont Night MX Mini Junior race results, my last name was mentioned for third place. I'm the only girl in that class and I would like to know why my first name wasn't in there?

YVETTE HUSTED
San Jose, Calif.

We went back through our original copy and found that only your last name appeared on the results sheet that was sent to us. There is probably a very logical reason for the omission, either our correspondent couldn't read the score sheet because it wasn't legible, or maybe the track omitted your first name. When you fill out your entry make sure you write neatly. Get on the gas and start winning, if you do everybody will know your first and last name real well ... Ed.

More sidecar fan mail

I was very happy to see such excellent coverage of the sidecar record attempt in Talladega. I have been racing sidecars for seven years and it sure is neat to see a long overlooked class of racing getting overdue recognition. There has been a lot of controversy about the sad state of road racing. The way I see it, the inclusion of sidecars in AMA Nationals would put a much needed European touch to road racing. This approach has been proven at Laguna Seca the last four years where the Sidecar National Championship has been a big success. Promoters are starting to realize what spectators have known for years, that sidecar road racing is one of the most exciting and thrilling G.P. classes of racing there is to watch. The AMA National at Riverside October 2-3 will also feature sidecar race with outfits from all over the U.S. competing. I invite the press and spectators to come and see a growing sport that is an exciting experience and needs the support of every road racing enthusiast.

LARRY COLEMAN
Chico, Calif.

The views expressed in this column and other columns appearing on the following pages are solely those of the authors and do not necessarily reflect the official position of Cycle News West or Cycle News, Inc. Qualified readers wishing free and equal rebuttal space should contact the Editor.

DATES & DATA

AMA/MIC announce Land Use Plan

NEWPORT BEACH, CA.
SEPTEMBER 7

The Motorcycle Industry Council, Inc. has announced the formation of a Land Use Plan in cooperation with the American Motorcyclist Association.

The projected four-year-plan was approved in concept at recent meetings of both the MIC and AMA boards and implementation is scheduled to begin immediately. While the AMA will supply the manpower and resources for the plan, the MIC will furnish the needed funds, currently estimated in excess of \$250,000.

Under the AMA/MIC Land Use Plan provisions will be made to provide a working library of available information covering geographically representative environmental impact case studies, a legal review of existing landowner liability laws, a study and evaluation of existing state-supported facilities and research of rider expectations and desires for these facilities. All of this information will be made available to aid motorcycle rider representatives for use at local land use meetings, as well as recreational planners, land managers and federal and state agencies involved in the policy, planning and implementation of recreational projects.

Another phase of the AMA/MIC Land Use Plan will be to hold regional seminars to inform rider representatives as to how to give their message more impact at land use meetings with the use of professionally-prepared materials.

Navy to teach motorcycle safety

LINTHICUM, MD., SEPTEMBER 7

U.S. Naval safety personnel will be trained to teach motorcycle safety during two courses held this month in San Diego, California. The motorcycle safety Instructor Preparation Program will be attended by 40 Naval safety personnel and presented by the Motorcycle Safety Foundation. These courses are part of a continuing education program done in cooperation with the Navy.

Motorcyclists trained in the 40-hour course will be responsible for training additional motorcycle riders. The Navy believes this type of course will reduce accidents both on and off base. Participants have motorcycle riding experience.

This course brings to 120 the number of armed services personnel trained by the Motorcycle Safety Foundation. The course involves both classroom and on-cycle riding experience. Dr. Allen Robinson, MSF director of educational programs will teach the course with James A. Smith, Jr. and Wayne Muhler of the MSF education staff.

Talladega Short Track National

- #1 Terry Poovey Wins**
#2 Guy McClure Places
#3rd Bultaco National
for '76

1976 has been the most hotly contested Grand National season in recent history and three different riders have used Bultaco Astros to snatch important victories from the Big Buck factory teams. Professional short track racing has felt the presence of the 250 and 360 Astros for years. All over the United States the most respected names in Short Track racing have depended on the Astro for their consistent high places. Riders like Terry Poovey, Guy McClure, Ted Boody, Bubby Rush, Garth Brow and Freddie Spencer have added their names to the list of Astro powered winners.

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Guy McClure

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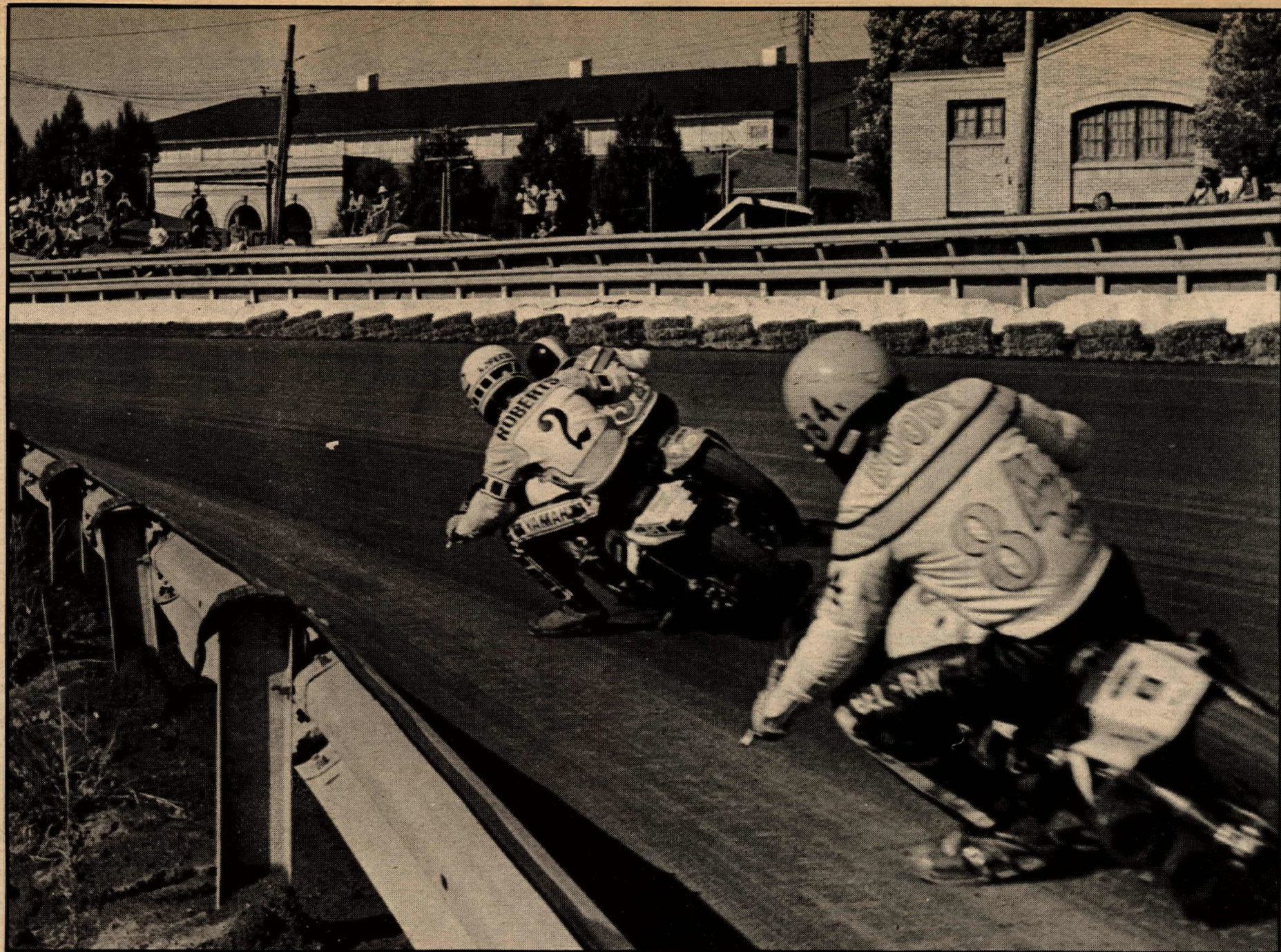
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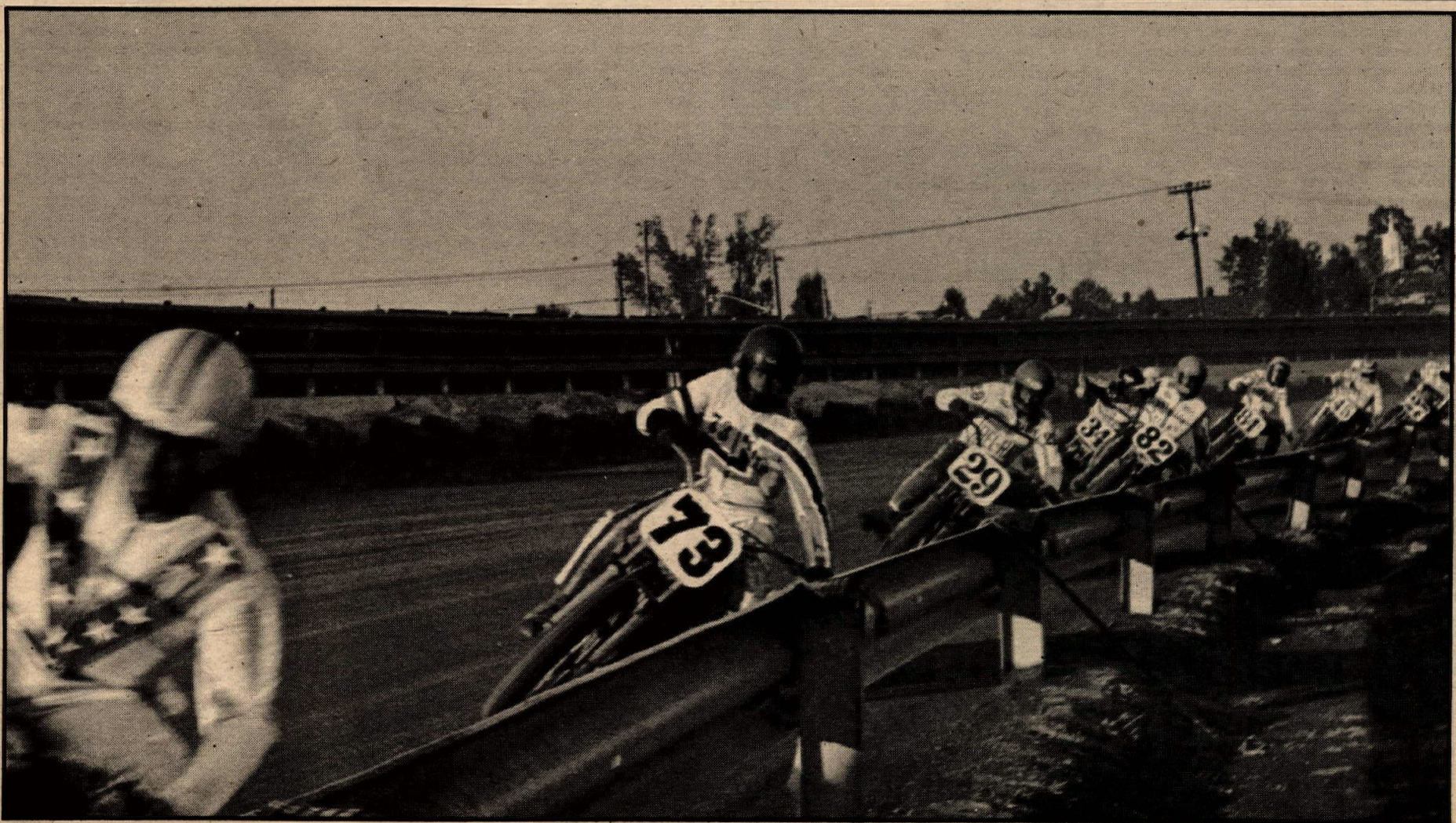
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PHOTOS BY GARY VAN VOORHIS

(Above) Ted Boody and Kenny Roberts (2) chase eventual winner/loser Rex Beauchamp around the Armco barrier.
(Below) you ain't seen nuthin' till you see a mile long freight train.



Springsteen:

An inch is as good as a Syracuse mile

By Gary Van Voorhis

SYRACUSE, N.Y., Sept. 12

"It was so close that I don't know which of us won," commented Jay Springsteen, with a shrug of his shoulders, as he signed autographs on slips of paper, programs and a champagne bottle. Jay had been declared the winner of the Pepsi-Cola Syracuse Gold Cup mile and in doing so had taken over the AMA Grand National Championship/Camel Pro Series points lead from Gary Scott (247-233) with Kenny Roberts in third (226).

Only minutes earlier Harley-Davidson teammate Rex Beauchamp had been wreathed in flowers and announced the winner. Then, halfway through the ceremonies, it was announced that Jay had won (all this while Yamaha International rider Kenny Roberts took his third place bows). Rex's smile quickly evaporated to be replaced by a protest on the scoring. "I might as well protest because I think I won. It's that simple."

Beauchamp's protest was disallowed by Eastern Regional referee Charlie Watson leaving Rex 48 hours to appeal. Rex will decide on his action after seeing a movie film of the finish which is in his possession. Payoff for the top two spots was not made. Also disallowed was a protest by Gary Scott on rough riding by Kenny Roberts.

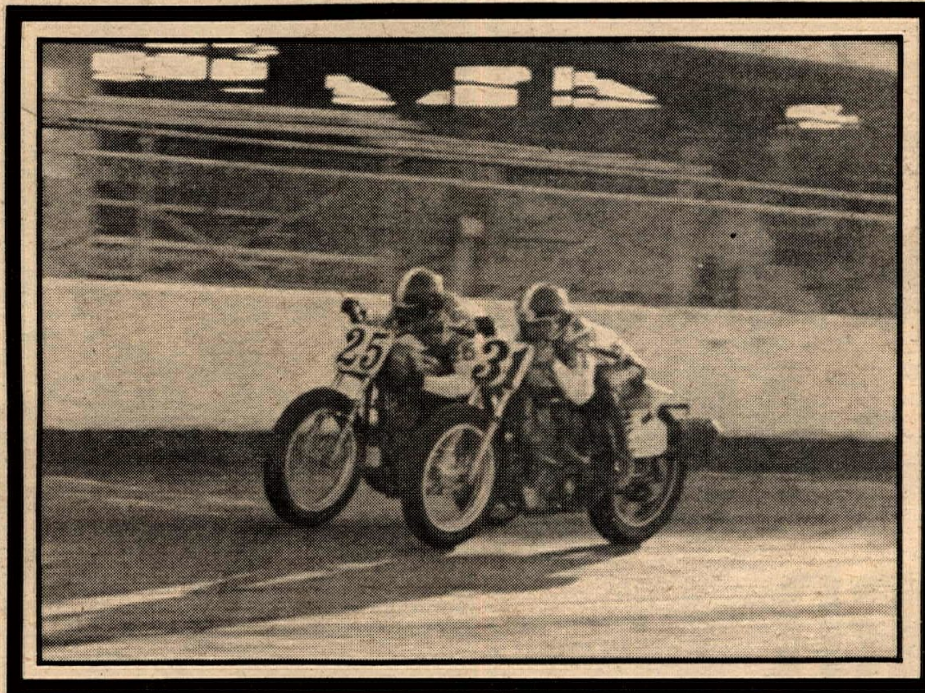
Heats

The 41 rider field was divided into three heats of 10 riders each with the fourth heat running 11 of which four would transfer direct to the National with the semis sending two each to fill the 20 rider field.

The first heat provided what would become commonplace during the rest of the day: super fast racing and enough lead swapping to boggle the mind. Beauchamp, Roberts and Ted Boody engaged in a triple threat tangle with the race going right down to the wire. Beauchamp got the nod. Roberts was not happy. "Damn, I won that heat. I know I did. Anyway that ought to shake up some people. I've got more traction than I know what to do with and the power to match it. I consistently got better drives off the corners." Roberts did look damn good; better by far than Indy and he was no slouch there. Scott Drake took the last transfer in what was the fastest 10 mile heat ever recorded.

Until Jay Springsteen scorched the track with his Bill Werner tuned team Harley in heat two. Springer knocked two seconds off Rex's record (6:07.251) to lead start to finish while the pack shuffled behind. Keith Ulicki held second early until Steve Morehead came by. Billy Eves then displaced both on back straight slingshot passes on successive laps and closed the gap on Springer. The four finished in that order. A worn cam lobe gave Jay Ridgeway, on the Kennedy Triumph, a short ride.

Enter heat three and a fantastic show by Harley's Greg Sassaman. Greg, caught in mid pack on lap one, set out foot by foot to reel in leaders Gary Scott and Randy Cleek after taking care of traffic the final heat on the second lap from



This is the whole ballgame Springsteen and Beauchamp at the finish line.

Steve Droste and held it to the flag; a feat that was not easy. Droste and Ricky Campbell stuck to Steve like glue exiting turn four, at times three abreast. This heat also went to the wire with Eklund on top by a slim margin. Lots of hustle by the "Houston Hornet," Darryl Hurst, put him into fourth and the National.

Semis

The semis provided a good show even though they were made up of the walking wounded. The field was so decimated that riders who had had mechanical ills (such as Gene Romero who lost the fire in his electrics on the second lap of his heat) and repaired them were quickly sent to battle.

Chuck Joyner, after a trip back to Oregon after Indy to repair his machinery, took the lead in the first semi and held off the charge of Skip Aksland and Doug Sehl for four laps when both Aksland and Sehl slipped by to take the National transfer spots.

"Burrito" Romero left little doubt that he wanted a spot in the National as the field from the second semi hit the first turn. Romero took the lead with a pack of shadows including Mike Kidd, Charlie Chapple, Paul Bostrom and Georg Richtmeyer behind. Officially only Romero and Bostrom were the leaders; unofficially they swapped in almost every corner stacking up, stringing out and then closing and playing slingshot shoot 'em up. Romero and Bostrom took the transfers after a spectacular crash by Richtmeyer in turn three mangled his Ed Adkins Yamaha. Richtmeyer, in characteristic fashion, walked away from the bone jarring meeting with the outside wall, saying it didn't even hurt.

Trophy Race

Mike Kidd, riding his own bike until San Jose where he will again be aboard Mert Lawwill's machinery, put his in front. Sassaman caught Cleek on lap eight, rocketed by and closed on Scott, passed on the white flag lap with a back

chute pass and then held off Scott at the line for the win. Cleek took third with Bubba Rush moving to fourth.

Steve Eklund took over the lead in Bel-Ray Harley into the winner's circle ahead of Billy Schaeffer on Corky Keener's Harley half miler in miler trim, and the Team K&N/Bel-Ray Harley of Phil McDonald. Kidd held off John Johnson early on before Johnson took a spill in turn three with Hank Scott coming on strong and Charlie Chapple being bumped to fourth by Schaeffer. Scott passed Kidd on the white flag lap and immediately suffered a dead engine, coasting to a stop in the back chute. Schaeffer moved to second and Phil McDonald ousted Mike Eades for third with a turn three pass on the last lap.

National

The nervous energy in Kenny Roberts was evident as he stalked the pits prior to rolling out to the line. "I'm pumped," he said excitedly with a fire in his eyes.

Rex Beauchamp was in his usual pose: quite and pensive. Hiding his eyes behind dark glasses with his Camel sun visor shading them and a week's growth of his beard, Rex looked ready to tangle. Springer was normal. If he didn't have his leathers on one might suspect he was just an enthusiastic spectator having the time of his life. Elsewhere Billy Eves was relaxing. "We are ready," he said with emphasis. "I like the track and everything is going great." In many of the other pits there was still hurried work going on. Romero was animated and loose. His tuner, Nick Deligianis, said they were ready and overdue.

An announcement made on the starting grid that the National would be cut to 20 laps from 25 for rider safety (some riders had used the Goodyear DT II at Indy and here those tires were beginning to show evident wear; thus the decision) was met with boos from the stands and similar reaction from the majority of riders. "Hey, we set this up to run 25 laps," moaned Greg Sassaman as others nodded their heads in agreement.

Springsteen held the inside pole with Beauchamp, Eklund, Sassaman, Eves, Roberts, Droste and Scott on the front row. Morehead, Boody, Campbell, Cleek, Ulicki, Drake, Hurst and Rush took up the second grid line with Aksland, Romero, Doug Sehl and Bostrom in the rear.

The 20 rider pack hit turn one and Springer emerged in front as the pack hit the back chute. The scramble was on. Droste sorted out for second with Eves, Scott, Roberts, Beauchamp, Morehead and Sassaman behind. Droste dropped back after slipping off the groove; Sassaman held position finding himself the leader of a fierce pack behind; Springer had Eves on his rear wheel with Scott, Roberts, Beauchamp and Morehead inches further back. Roberts charged through on about the fifth lap to take the lead entering turn three and just as quickly slid off the groove to return to sixth; Gary Scott managed the same move and it cost him four places; Beauchamp then swooped the lead from Springer.

Behind the six pack Sassaman had his hands full holding off (most of the time) a group containing Romero, Cleek, Droste, Ulicki and Aksland. Rush was in the pits with one lap to his credit; Eklund ended his ride in the hay bales of turn one; Hurst and Drake were slowing

Four abreast with two behind, the thundering 12 wheel sextet exited turn four time and time again banging and bouncing, slipping and scooting; it was anybody's race. Beauchamp swooped the lead from Springer; Roberts took it over on lap 13; Morehead swooped through the pack to challenge; Eves wrestled with Gary Scott; the blur of color and sound moved well ahead of the rest of the field. Morehead took the lead on lap 17 with Springer and Beauchamp alongside as Roberts came up to tangle handlebars and Eves and Scott stayed right in the middle.

Starter Mike Anthony did the quickstep waving the white flag as Morehead, Beauchamp, Springer and Roberts crossed the finish line in a dead heat. Beauchamp took the lead in turn one; held it through two; picked up a good drive for about five bike lengths and motioned those behind to come up to race; somebody ticked wheels and Morehead, Eves and Scott went very close to the wall. "I caught his draft," said Springer, and pulled right up."

There was silence except for the throb of engines when Springer and Rex, as one, rocketed from turn four with only inches separating them at over 100 mph. Side by side to the last foot they came; it was too close to call.

Results

TROPHY RACE: 1. Mike Kidd (H-D). 2. Bill Schaeffer (H-D). 3. Phil McDonald (H-D). 4. Mike Eades (H-D). 5. Steve Freman (H-D). 6. Charles Chapple (H-D). 7. Mark Smith (Yam). 8. Ed Ingram (H-D). 9. Hank Scott (Yam). 10. John Johnson (H-D). 11. Chuck Joyner.

Winner's Time: 7:27.088.
Average MPH 96.625.

PEPSI COLAR SYRACUSE GOLD CUP: 1. Jay Springsteen (H-D). 2. Rex Beauchamp (H-D). 3. Kenny Roberts (Yam). 4. Steve Morehead (H-D). 5. Bill Eves (H-D). 6. Gary Scott (H-D). 7. Greg Sassaman (H-D). 8. Gene Romero (H-D). 9. Randy Cleek (H-D). 10. Keith Ulicki (H-D). 11. Steve Droste (H-D). 12. Ed Aksland (H-D). 13. Rickey Campbell (H-D). 14. Ted Boody (H-D). 15. Doug Sehl (H-D). 16. Paul Bostrom (H-D). 17. Scott Drake (H-D). 19. Darryl Hurst (Yam). 20. Steve Eklund (H-D). 21. Dave Rush (H-D).

AMA GRAND NATIONAL POINT STANDINGS: 1. Jay Springsteen 241. 2. Gary Scott 231. 3. Kenny Roberts 223.

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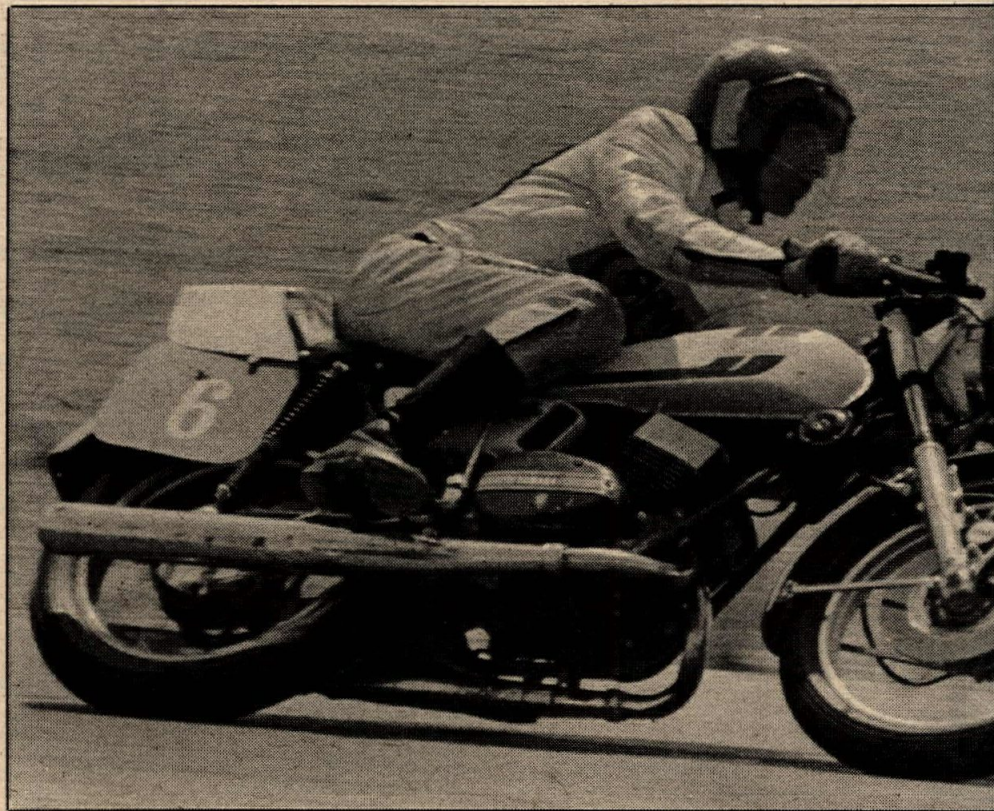
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John Chermak Yamahaule a load of trophies home from Willow Springs.

By Lane Campbell

WILLOW SPRINGS, CAL., SEPT. 5

It was a light turnout, even for Willow, which SoCal roadracers seem to shun in droves because it's too far away, doesn't have show-

ers — or something. For John Chermak on a trio of Yamahas, and for Steve Mallonee on Mr. Jags' unflappable Triumph, it was an opportunity to enter lots of races, and walk away with lots of trophies.

For Tony Murphy, it was a chance to get some track time on a couple of projects — a 125 Can-Am in a Bul frame for South African Tommy Crawford to ride (it seized), and Tony's own TZ250 fresh from a trip to Mack Kambayashi's. "I dynoed this thing out of the box," Tony said, "43 horsepower, not bad. Took it and \$400 to Mack, got it back, dynoed it again — 53 horsepower. Pretty good investment."

In the process of checking it out, Tony ran and hid from the combined 350/500/Open GP race; and was in the process of doing the same to the 250s when a tiny stone got to one carb slide and stuck it open.

Chermak had brought his trusty 200, and a 350, raced all of them, and got two trophies. He hid from the combined 250 Prod/125 GP crowd, but there weren't enough 250 Producers to make a class. The combined 50/100 GP, 125/200 Prod race was actually a better show, due to a race-long drafting swap meet between Chermak (who'd make some unbelievable slingshot passes on the outside of turn one lap after lap) and 100 GP winner Jeff Pasternak (on his Yamaha-based "Angel," always managing to slipstream by on the front straight until a bobble on the uphill turn three cost him momentum.)

Good racing, but only a teaser for the 350s Prod bash, a three-way swapping duel between Chermak on a '74-vintage RD, Tom Hayner crouched like a big cat on his '75-vintage RD, and Chris Rank, who forced his way by early third place

man Bill Henry only to leave the group abruptly in the closing laps by going over the banking off turn two. Hayner, with a 500 Prod win already to his credit, kept on repeatedly slingshotting Chermak until the last lap, started as a dead heat past the white flag. Suddenly Hayner sat up, slowed, and coasted in second over Bill Henry, as apparently his bike had gone lean in the top part of the course.

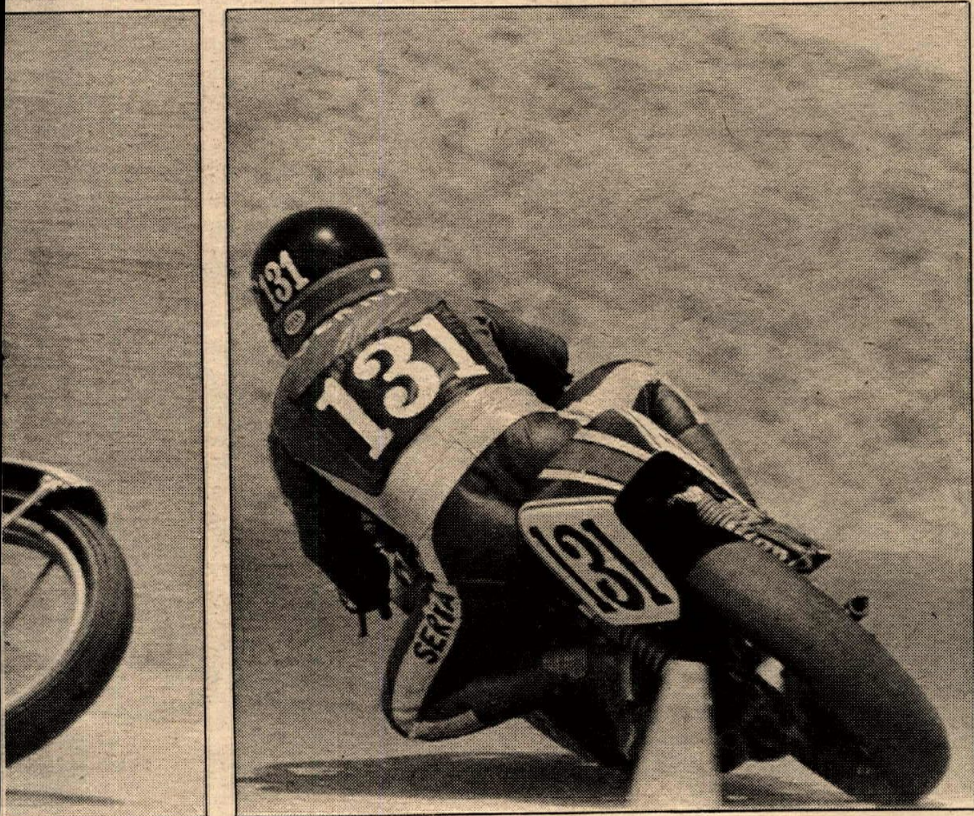
Mallonee tucked away Open Production (over Lee Fleming, trying an unsupercharged Kaw for a change), big-bore Four Stroke GP by a mile, and Super Cafe likewise. Jan Mitchell rode a very strong 750 Kaw to win Cafe over Jan Gorak's protests that he hadn't understood the muffler ruling for the day.

Another strong (and loud) machine was the black screaming Honda ridden by Tom Ballantyne to win Under 600cc Four Stroke GP. Pushing hard in Super Cafe (the day's last race) Tom also went up the banking off turn two and slid about 200 yards, shredding leathers and skin as he went. He and Chris Rank were both treated for their hurts and released the next day.

John Glover rode a hot little Kaw single out of reach of the Yamahas in 125 GP, inherited 250 GP when Murphy dropped out, and even mounted Mr. Jags' old Norton to grab a sputtering third in Open Production after hanging with Mallonee/Fleming on hair alone in the early laps. An "almost ran" in big-bore Prod was the 750cc MV Agusta of Mr. Jags' graduate Jim Haberlin, but a two-bit part in the distributor shut him down for the afternoon. Things like that can sure spoil the enjoyment of a \$6500 motorcycle...

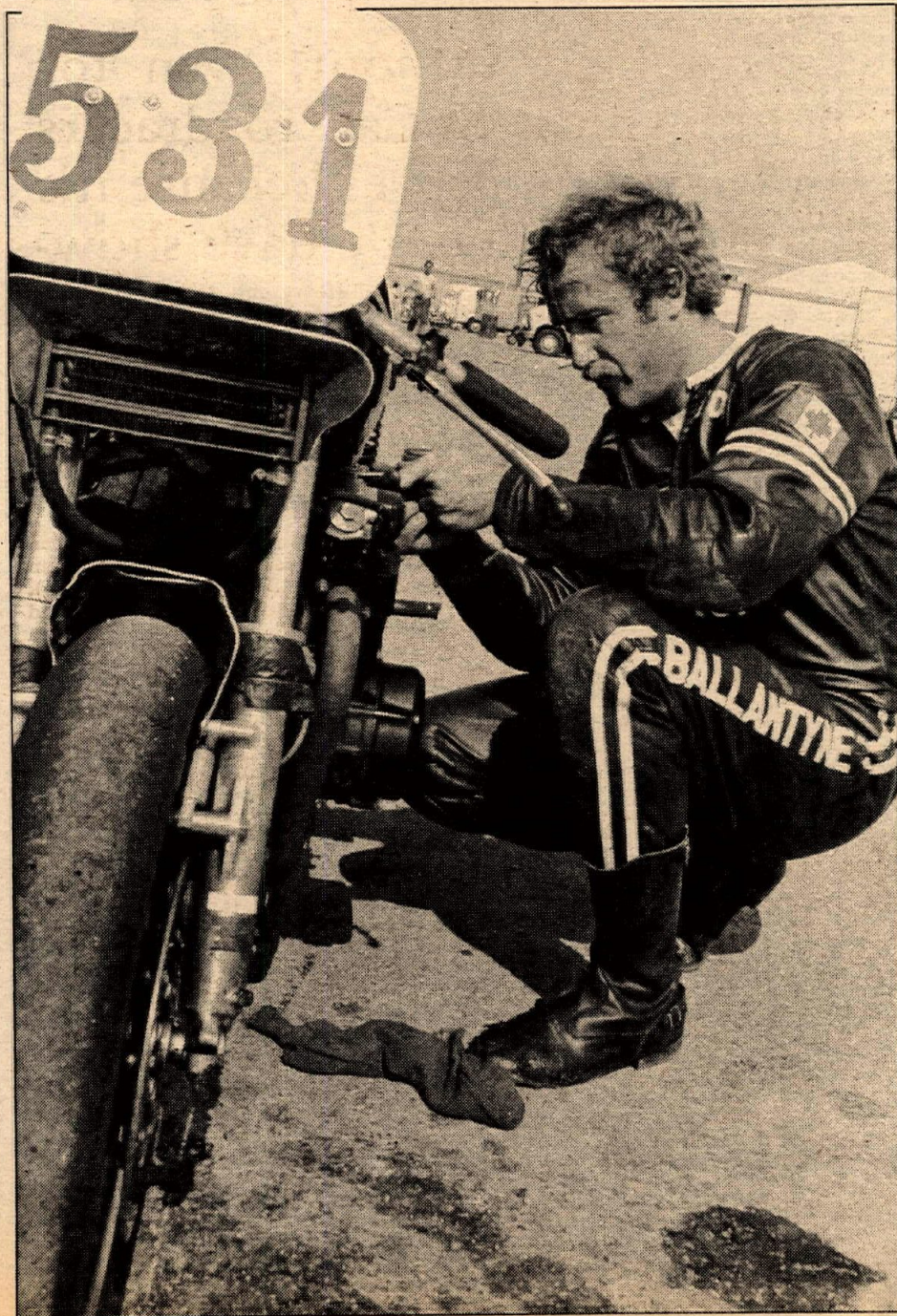
Results in Results Section.

Mallonee rs at willow



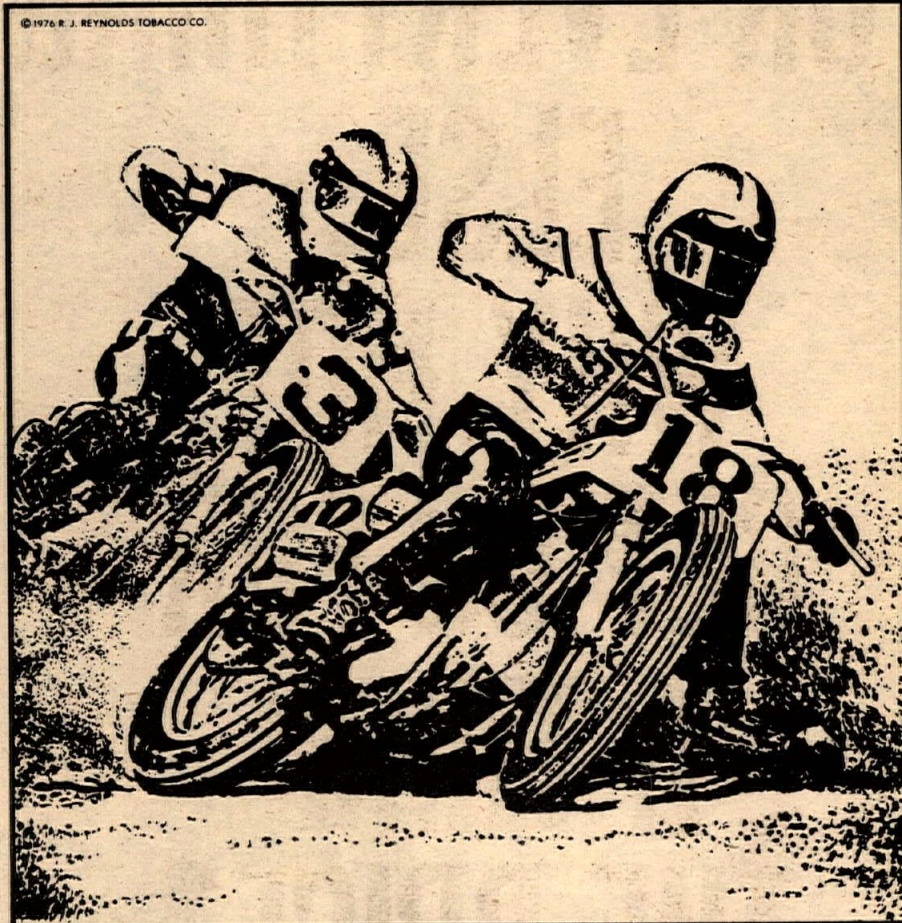
Open GP winner John Serra.

Tom Ballantyne pushed a little too hard in super cafe.



PHOTOS BY LANE CAMPBELL

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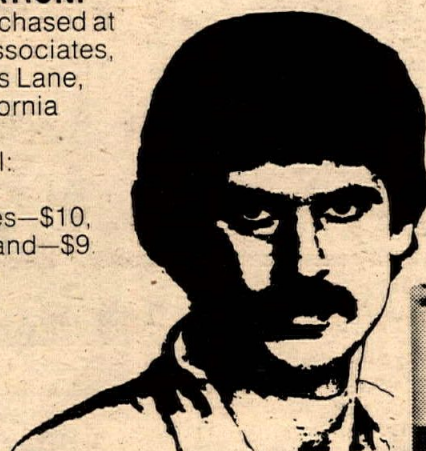
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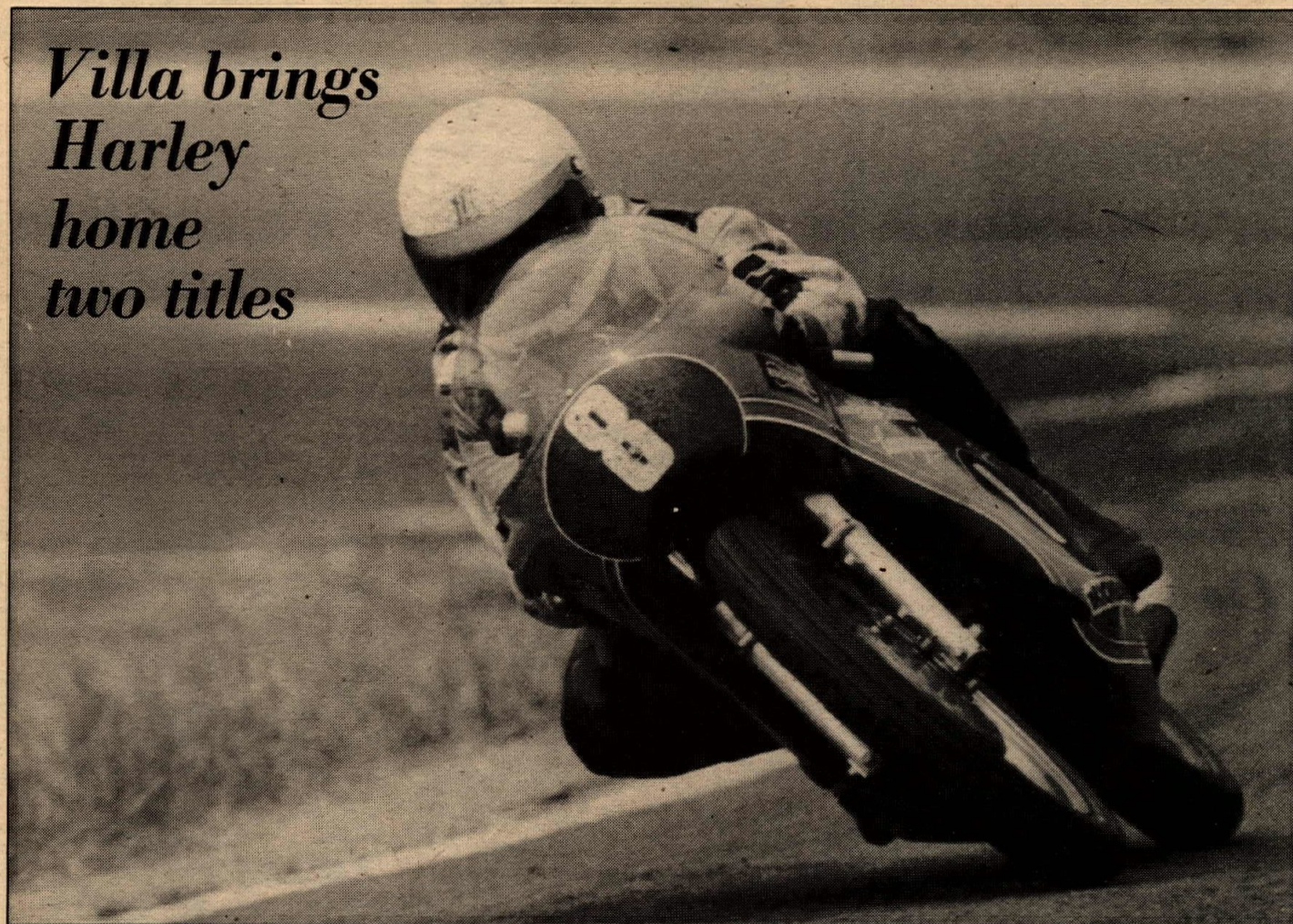


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Villa brings Harley home two titles



W. German GP

By Chris Carter

NURBURGRING, WEST GERMANY
AUGUST 29

Two world titles, the last up for grabs, were decided at Nurburgring with Walter Villa giving Harley-Davidson the 350cc crown to display alongside the 250cc one that he had clinched in Czechoslovakia and Spaniard Angel Nieto rewarding Bultaco's return to road racing after a 10 year absence with the 50cc title.

Villa won the 350cc race early on during the day's six race program from young South American Johnny Cecotto, who walked back to the pits in tears, knowing that his reign as 350cc World Champion was over.

Later in the day Villa won the 250cc race from South African's Kork Ballington and Jon Ekerold scoring his fourth "double" success in this year's world championship series.

Walter's Harley-Davidson teammate Franco Bonera, who had ridden superbly to third spot in the 350cc race, was later forced out of the event with a faulty clutch.

Before the 350cc race came the 50cc event where Angel Nieto, in convincing style, won his seventh world title, but perhaps more important gave the Spanish Bultaco factory their first ever championship success.

Second home to Nieto was West German Herbert Rittberger, who tried hard to keep Kreidler's grip on the 50cc world series alive, with Swiss ace Ulrich Graf third home after a diabolical start.

Deterred perhaps by the showers of Friday and Saturday, the crowds did not turn up in the numbers expected by the organizers. Even so almost 80,000 fans were around the best vantage points on the full 22 kilometer track for the start of Sunday's racing on a dry track threatened by a cloudy sky.

The three lap 50cc race opened the show with West German Herbert Rittberger leading the field off the line chased by Austrian Hans Hummel and West German Klaus Hilbk, but midway round the first lap Nieto swept into the lead and was in command at the end of that first full lap.



He had broken the lap record by 46 seconds from a standing start, but he went quicker still next time round to improve on his own record by another 18 seconds!

Rittberger could't stay with Nieto. Graf, who made a terrible start was now up to third place, but there was no time left on the final lap to close the gap.

Villa needed only to finish in the first five of the 350cc race to complete his 250cc and 350cc championship "double", but the way he scorched off the line it was obvious that victory was his aim.

Dieter Braun, on his super quick Morbidelli, had other ideas and the pair

diced it out for five of the seven laps with both shattering the lap record in their battle. Just as Dieter had hit trouble a week earlier in Czechoslovakia, he was destined to be out of luck here also.

Midway round the sixth lap his machine started to slow and by the end of that lap he had dropped back to second place, 17 seconds behind Villa, but under strong pressure from Cecotto.

Johnny passed Dieter and set off after Villa, but though the Venezuelan boy shattered the class and absolute lap record with a lap at 8m 57.3 seconds, he was still just under 10 seconds short of catching the flying Harley-Davidson.

Chas Mortimer, at one time a likely challenger to Villa's title hopes, saw his championship dream disappear when his Yamaha ran short of steam right from the start. He finally pulled out of the race and the battle for runner place between Chas and Cecotto in the championship goes to Spain.

Third home at Nurburgring was Franco Bonera who rode superbly to overcome a poor start. To Franco went the honour of the first ever under nine minute lap at the Ring who turned a 8m 59.3 seconds lap on his fifth circuit.

Dieter's mechanical misfortune finally dropped him to eighth place, scant reward for an excellent race. But there was not a lot between fourth man home Takazumi Katayama and Braun.

Katayama squeaked home just three tenths of a second ahead of South African Alan North after a fine dice with Victor Palomo, riding in agony after a practice crash that had broken a bone in the top of his shoulder, sixth just four-fifths of a second behind North!

It took Walter Villa more than half of the six lap race to catch and pass Takazumi Katayama in the 250cc event. Once ahead he pulled away, but the unlucky Japanese made a mistake and slid off on the fifth lap and made a stop in the pits to adjust his brake and gear levers before starting his final lap. That dropped him from second to seventh place in the final tally.

With Katayama out it meant the four men behind were battling for second place instead of third and that added still extra "needle" to what was already a fierce contest.

South African Kork Ballington was the

man who clinched the place with a great last lap to score his best ever GP placing. Fellow countryman Jon Ekerold, who had been at the circuit a week trying his best to learn the track and prepare his machines, was third home. Dieter Braun was fourth and Bruno Kneubuhler fifth.

The clouds were even thicker for the start of the 500cc event and the choice was "slicks" or not.

Ago led the pack away on his MV and there the Italian stayed to score a popular and deserved victory. Behind him though fortunes waxed and waned.

Marco Lucchinelli ignored the soaring water temperature on his Suzuki to take second place, but his teammate Virginio Ferrari, who had lapped at a staggering 8m 53.9s in practice, had a similar problem and pulled out of the running.

Marcel Ankone climbed to third place before it started to rain and with "slicks" on his Suzuki he eased off the pace to finish fifth. Marcel had the consolation of a new lap record at 8m59.9s.

With the Dutchman slowing it was left to Hennen and Newbold to fight for third place. Hennen won. John, in fourth place, had done enough to grab fifth place in the final championship listing.

Results

50cc: 1. Angel Nieto (Bul); 2. Herbert Rittberger (Kre); 3. Ulrich Graf (Kre); 4. Hans Hummel (Kre); 5. Rolf Blatter (Kre); 6. Julien van Zeebroeck (Kre); 7. Wolfgang Muller (Kre); 8. Bruno Stopp (Kre); 9. Rudi Kunz (Kre).

125cc: 1. A. Mang (Mor); 2. W. Koschine (Mai); 3. J. van Zeebroeck (Mor); 4. H. Seel (Eig); 5. L. Lundgren (Yam); 6. J. L. Guignabodet (Mor); 7. H. Muller (Yam); 8. H. Bartol (Mor); 9. E. Cereda (Mor); 10. H. Hallberg (Yam).

250cc: 1. K. Ballington (Yam); 2. J. Ekerold (Yam); 3. D. Braun (Yam); 4. B. Kneubuhler (Yam); 5. O. Chevallier (Yam); 6. T. Katayama (Yam); 7. V. Palomo (Yam); 8. P. Korhonen (Yam); 9. C. Mortimer (Yam).

350cc: 1. W. Villa (H-D); 2. J. Cecotto (Yam); 3. G. Bonera (H-D); 4. T. Katayama (Yam); 5. A. North (Yam); 6. V. Palomo (Yam); 7. Chr. Sarron (Yam).

500cc: 1. G. Agostini (MV); 2. M. Lucchinelli (Suz); 3. P. Hennen (Suz); 4. J. Newbold (Suz); 5. M. Ankone (Suz); 6. B. van Dulmen (Yam); 7. A. North (Suz); 8. Chr. Bourgeois (Suz); 9. C. Mortimer (Suz).

Sidecar: 1. Schwarzel/Huber (Kon); 2. Steinhausen/Huber (Kon); 3. O'Dell/Arthur (Yam); 4. Biland/Williams (Yam); 5. Holzer/Meierhans (Yam); 6. Huber/Seib (Kon).

Czechoslovakian GP

Villa takes 250 title in Czecho

By Chris Carter

BRNO, CZECHOSLOVAKIA
AUGUST 22

In a gamble that paid off handsomely, English Suzuki works rider John Newbold paid his own way to compete in the Czech GP and came away a winner in the 500cc event for the first time. The victory was not without drama however as Tepi Lansivuori, with victory in sight and a 25 second lead in hand, ran out of petrol and was left to push his machine across the finish line for second. Italian Walter Villa clinched his third successive 250cc world title with a clear cut victory for the Harley-Davidson concern.

If the 500cc race was dramatic, the 350cc event, which opened the four race program was breathtaking. It ended with a victory for Walter Villa, on the Harley-Davidson, but only after West German Dieter Braun, on the new 350cc Morbidelli had been forced out of the race with mechanical trouble soon after taking the lead.

More than eight riders were involved in the battle out front and finally Villa won, feeling more than a little relieved, with Victor Palomo, still in great form after his unexpected John Player Grand Prix win at Silverstone a week earlier,

getting the better of his rivals including Ulsterman Tom Herron who was third. Chas Mortimer, the championship leader before the day's race saw his slender one point lead disappear and now it looks as though Villa needs only to finish in the first five in either of the remaining rounds in Germany and Spain to clinch the title.

Villa made certain of his 250cc title with an impressive victory in the 250cc race beating the rest of the field, headed by teammate Franco Bonera, easily.

The 250cc race was perhaps inevitably not so exciting. The Harley-Davidsons of Villa and Bonera quickly established their expected positions at the head of the field, with Walter pulling away from his teammate at the rate of two or three seconds a lap and Bonera, in turn leaving the others in his wake.

Takazumi Katayama found an unexpected challenge from young Swiss rider Franz Kunz, and the Japanese ace looked likely to be ousted down to fourth spot, until Franz overdid things halfway round the last lap and slid off!

Takazumi coasted home a comfortable third, but the battle for what was now fourth place between Palomo and Kneubuhler lasted to the line with the Spaniard getting the better of things.

The 500cc battle over 15 laps of the Brno circuit may not have been particularly exciting, but it was dramatic. From the start Marco Lucchinelli and his Italian fellow countryman Virginio Ferrari chased Alex George on the Helmut Fath 4, after his Hermitite Suzuki had blown up in practice.

By the end of that first lap Lucchinelli was in the lead, with Teuvo Lansivuori and John Newbold leading Ferrari, Dutchman Marcel Ankone, American Pat Hennen and Phillippe Coulon, whose engine had seized on that opening lap!

Lansivuori and Lucchinelli soon found themselves battling hard for supremacy. The lead changed constantly for seven more laps, then suddenly Marco was out of the hunt, his Suzuki misfiring bad just as his teammate Ferrari's machine had done on the fourth lap, forcing him to make the first of several stops.

Pat Hennen and Christian Estrosi were other pacemakers out of the race, early on, too. Pat's engine seized on the second lap, while Christian's crankshaft broke.

Agostini's race had been not much longer either. His Suzuki was apparently suffering some sort of fuel starvation at 11,000 rpm.

Lucchinelli's misfortune left the Finn with a 28 seconds lead from a three way battle for second spot involving Boet van Dulmen, John Newbold and Marcel Ankone.

Lansivuori looked certain to win, but on the last lap his machine started to slow as he ran short of fuel, letting a surprised but delighted Newbold through to win his first ever Grand Prix.

John was sorry for Tepi's misfortune, but he had his own special reason for being glad he had won. Suzuki GB in England had very, very reluctantly allowed him to borrow a bike and van for the meeting, and he had been given very limited expenses. What better way to show his feelings for this lack of confidence than winning the Grand Prix after setting the absolute lap record two weeks earlier in Finland!

Lansivuori held second spot, Coulon was third, Auer was fourth, while van Dulmen and Mortimer both in trouble stumbled round slowly in eighth and ninth places!

Results

250cc: 1. Walter Villa (H-D); 2. Gianfranco Bonera (H-D); 3. Takazuma Datayama (Yam); 4. Juez V. Palomo (Yam); 5. Bruno Kneubuhler (Yam).

350cc: 1. Walter Villa (H-D); 2. Juez V. Palomo (Yam); 3. Tom Herron (Yam); 4. Pentti Korhonen (Yam); 5. Chas Mortimer (Yam).

500cc: 1. John Newbold (Suz); 2. Teuvo Lansivuori (Suz); 3. Phillippe Coulon (Suz); 4. Karl Auer (Yam); 5. Max Wiener (Yam).

Sidecars: 1. H. Schmid/ J. P. Matille (Yam); 2. Schwarzel/Huber (Kon); 3. Biland/Williams (Yam); 4. Steinhäuser/Hubers (Kon); 5. O'Dell/Kenneth (Yam).

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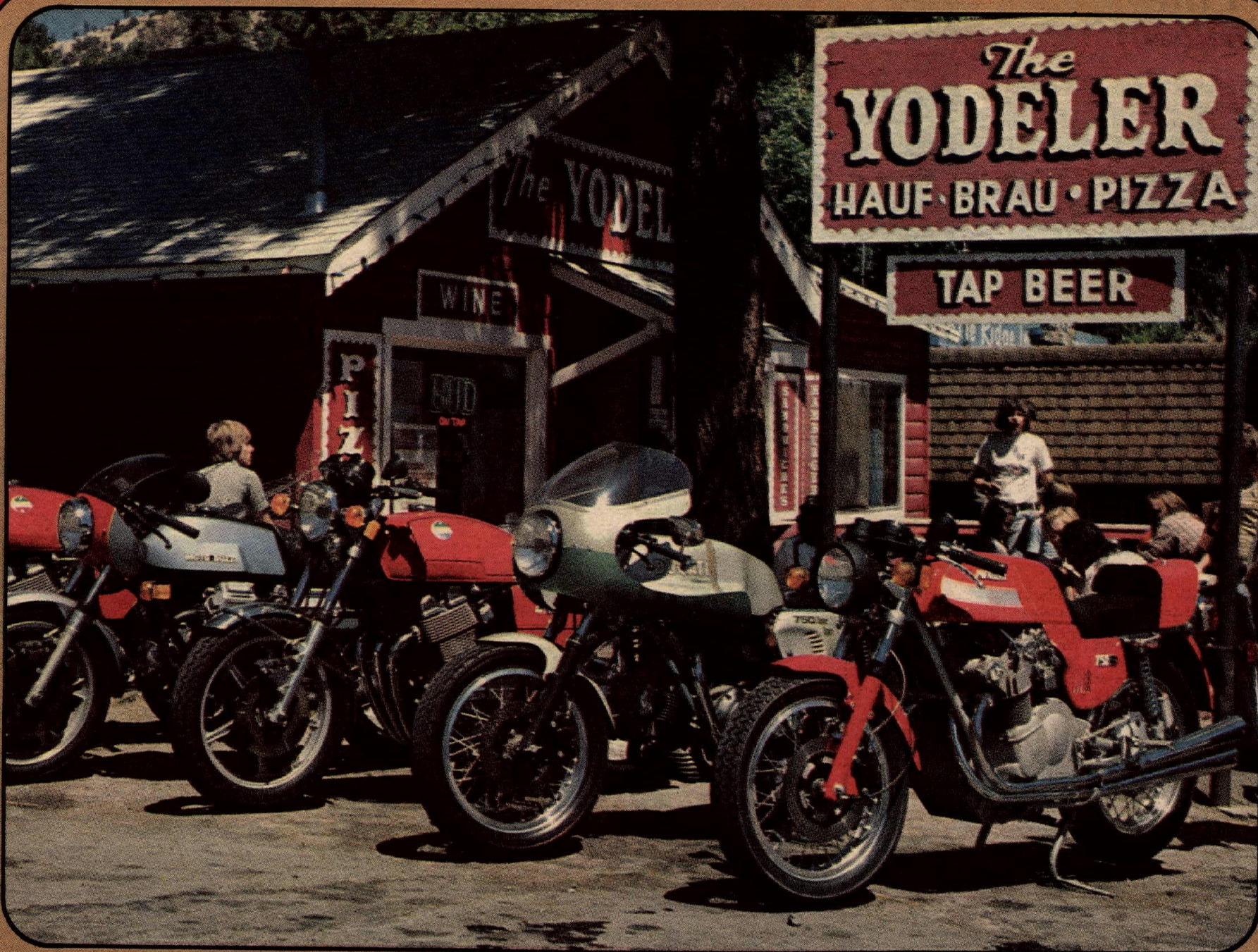
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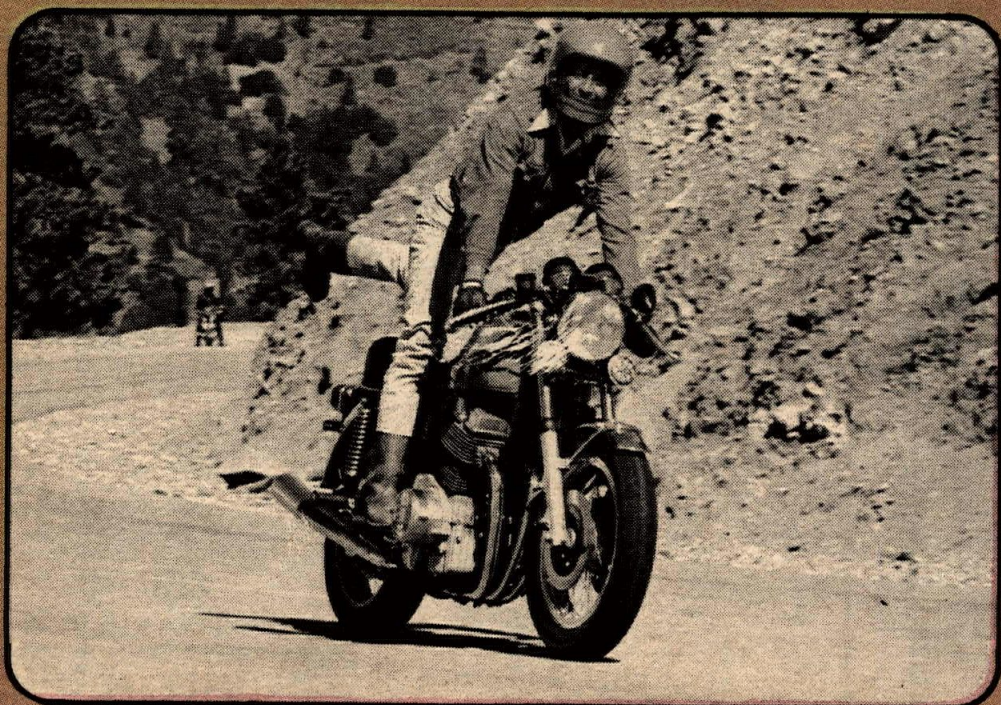
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Cycle News

\$23,000

flash bike comparison



*If your religion is
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God speaks Italian

By Lane Campbell

This is not a test. (Beep) A test involves setting up a deliberate living laboratory aimed at producing a valid set of numbers — numbers to tell us which is best, which is worst. Instead, this is/was a purely subjective comparison of five of the world's most expensive on-road motorcycles, done by five riders on a Sunday safari into the Southern California mountains. Numbers were the farthest thing from our minds.

Meet the protagonists

MOTORCYCLES — A privately-owned 750cc MV Agusta America leads off, in terms of price: \$6500 and you can have any color as long as it's red. Experimenting to see if a \$6500 motorcycle could be improved on, the owner had fitted Marzocchi gas shocks and a Michelin 4.00V18 rear tire. A 4.10 x 18 MT11 Pirelli graced the front. The engine was still tight, and the owner enjoined the testers to hold a 6500-RPM redline.

A 750cc Ducati Desmo (\$4,000-plus, used) Super Sport was next in the lineup, by way of price and visceral identity. Shod with Metzeler Block Pattern 3.50V18s front and rear, it almost didn't get out the shop door in

the morning. Dead battery. With some judicious hot-wiring, it made the ride, though not without occasional complications.

A Moto Guzzi 850 Le Mans — the blue tank model — was available as a lucky break. A Texan had ridden into the Rickey Racer shop and traded it on the spot for a Laverda. Some rich people have a very short attention-span. It was box-stock in every detail, with a Metzeler Rille (rib) 3.50H18 front tire, and Metzeler 4.10V18 Block Pattern rear. It's not supposed to be as fast as the red-tank model, and costs less — \$4100 vs. \$4500.

A pair of Laverdas from the Rickey Racer stable rounded out the group. One was a standard 1976 1,000cc triple shod with K81s — a 4.10 x 18 front and a 4.25/85 x 18 rear. It had a couple thousand road miles on the clock. The other was a Jota — the factory "breathed-on" version of the 1,000. With a season of racing under its belt, it was —ah— well broken-in. The front

wheel held a 4.00H18 MT11 Pirelli on a WM3 rim. The rear was a 120/90H18 (new hybrid metric designation) MT18 Pirelli on a WM5 alloy rim.

RIDERS — Lance Weil is proprietor of Rickey Racer and generally responsible for gathering this many exotic flash bikes in one place at one time. Articulate, strong-minded, he's a veteran of several seasons of English club racing on 500 Singles and on a 750cc Harley-Davidson which he rode to a fifth in class at the Isle of Man. That feat still ranks as one of the best-ever efforts by an American on the Island. Bob Crossman, racer and entrepreneur, has been associated with road racing most of his adult life, and currently works/rides out of the Rickey Racer shop. Jim Vialovos is an outgoing, cheerfully aggressive privateer racer, regularly seen on his "Team Mexican" TZ250 in SoCal club events, holeshotting the better-known front runners and/or harassing them from the rear, never quite out of the hunt as long

as his bike hangs together. Jim Haberlin has sprung himself on the SoCal racing scene riding a pair of Mr. Jag's Triumphs. He showed up for the test wearing a porridge-bowl IoM helmet and riding a 95%-original clubman Gold Star. The author, whose reputation has a tendency to precede him, was admonished, "If you crash one of these babies, pray that you die instantly." It's nice to have confidence.

Hardly your standard magazine test. Rather, it was an experience — a brilliantly clear, beautiful experience, in which five men with distinctly different personalities rotated between five motorcycles with equally distinct personalities. It's an experience worth sharing, a learning experience all the more real due to the individual flaws of set-up or preparation that helped pinpoint the inherent strengths and weaknesses of these super-exotica motorcycles in the hands of a less-than Godlike owner. Being able to afford one is only the beginning. Let's get into it.

MV Agusta 750

Filet mignon at \$12 a pound

The MV is a toolroom-built motorcycle. To understand the implications of that statement is to understand, at a stroke, why it costs so much and the nature of the satisfaction to be derived from owning one. Bred from a long line of racers, it is not meant to be a racer. It pays an 80-pound weight penalty in order to have a shaft drive coupled to a transverse-mounted engine. At well over 500 pounds, it was the heaviest of the group.

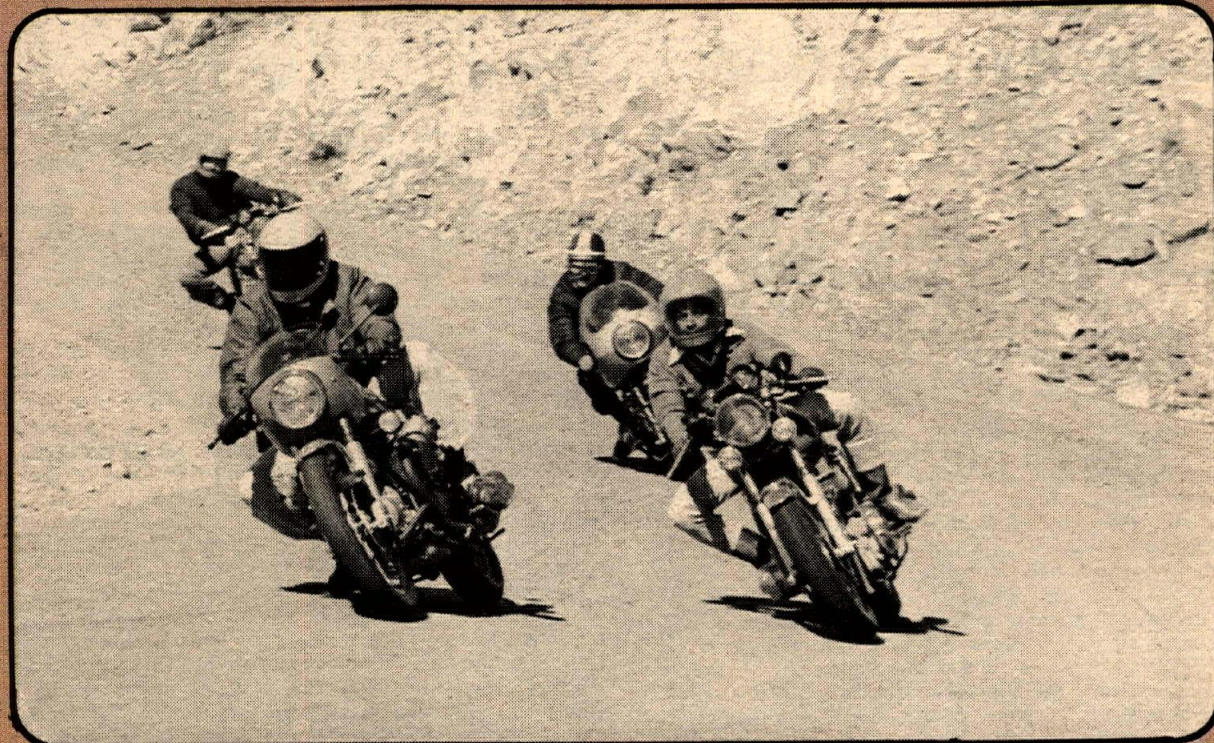
It is an entity unto itself, as hard to assign a value-per-dollar ratio to as a \$90,000 Rolls Camargue. Since the testers were, by and large, racers, you'd not expect them to be impressed with the kind of BS that sells \$90,000 cars or \$6500 motorcycles to rich people. They weren't. Instead, they were, to a man, impressed with the way a toolroom-built motorcycle feels, and with the way the MV's handling belied its size and weight.

As Bob Crossman put it, "The next best thing to riding an MV is riding behind one." The DOHC, hand-built Four trails an uncanny clear, crisp, crackling sound, made especially spine-tingling when you chuck the black-crackle 86 dbA exhaust system and fit the open meggas supplied as standard spares. On the bike itself, the whirring of almost two-dozen selectively-fit gearsets is a constant presence, bringing home the essence of Ferrari to the Alfa-Romeo exhaust note. It's heady stuff, but the practical implication is that in all this machinery there's no discernible slop, anywhere. From twistgrip to rear tire contact patch there seems to be a hard-wired instantaneous connection.

The engine is that silky combination of broad powerband and free-revving capability you read about but seldom experience. Below five grand, it's there, but not too urgent. Above five, to the safe redline up around nine, it's like a turbine, accelerating like a big animal slipping its leash. Because the crank is at right angles to the drive shaft, it doesn't have the weird torque reactions of most shafties. It is, to overwork an adjective, uncanny. Note that the foregoing is based on a synthesis of two rides — one last year on a distributor demo, and the current ride with an owner-imposed rev limit.

Which means that on this day, rather than flog the engine, the rider(s) concentrated on exploring the handling, maintaining a steady-state rate that was comfortable and fast. And it's here that the MV won its greatest respect, by behaving like a far smaller, lighter motorcycle. For quickness and responsiveness, it was almost on par with the Ducati, which is a good 100 pounds lighter and far narrower. The MV Agusta Four, because of the way it is constructed, has no overhang at the crank ends, and a deep narrow sump that makes a kind of "T" with the cases. The pipes nestle up in the arms of the T, and the whole engine unit sits about three inches lower than any comparable Four should have a right to. And the entire bike is slung low about it, without being uncomfortable to sit. It's beautiful.

Now, about the set-up. The gas Marzochis, originally designated for forward-mounted motocross work, aren't any improvement. In fact, they seem to be just a tad underdamped, or possibly contributing to extra weight transfer toward the front on shutoff or braking, causing just the hint of a wobble. The situation was compounded by the unhappy combination of a wide-oval section rear tire with a trigonic-section front. The beauty of the MV's chassis is that it telegraphed everything that was happening



(Opp. top) Da lineup! Near to far: MV, Ducati, stock Laverda, Guzzi, Jota. Testers are inside, fortifying the "inner man." (Opp. below) Go, Jim go! (Above) Numbers were the last thing on our minds.

and why without either wrecking the rider's confidence or pitching him off. And this, in itself was impressive.

Braking, shifting, all other systems operate without much intrusion on the rider's enjoyment. There's a slight bit of dual-disc reaction at the front wheel if you're braking deep into turns. The gearbox and clutch are just superb.

Ducati Desmo 750SS

Like owning your own fighter plane

The Ducati fairly shouts "I am fast!" through its Conti meggas, a heart-pounding, pulse-racing sound that has the sharp report of rifle-fire mixed with the pulsing cadence of a 90-degree V-twin wrapped in a deep voice. No doubt, even with a flat battery and a tendency to go off feed due to low fuel level, it was the fastest thing in the mountain environment, for four out of five riders.

The SuperDuck was fast mostly because it was easy to ride fast. Even accounting for the unfamiliar right-hand, up-for-low shift (all the others were standard left pattern), that overall quickness, dialed-in stability and humongous mid-range drive out of corners made most of us go faster, with greater confidence, than any of the others. It had the quickest, lightest handling of all; and could be thrown into tight corners like a 350. The braking balance was perfect, the feel front and rear was one of absolute security. The only braking weakness developed after a long whippy 25-mile downhill run which semi-cooked the single rear disc and boiled some of the fluid.

The long, deep tank badly needs more internal baffling, however. At any fuel level less than half-full, hard braking and acceleration would periodically slosh everything away from the fuel taps, causing intermittent fuel-lean stuttering, one cylinder or the other.

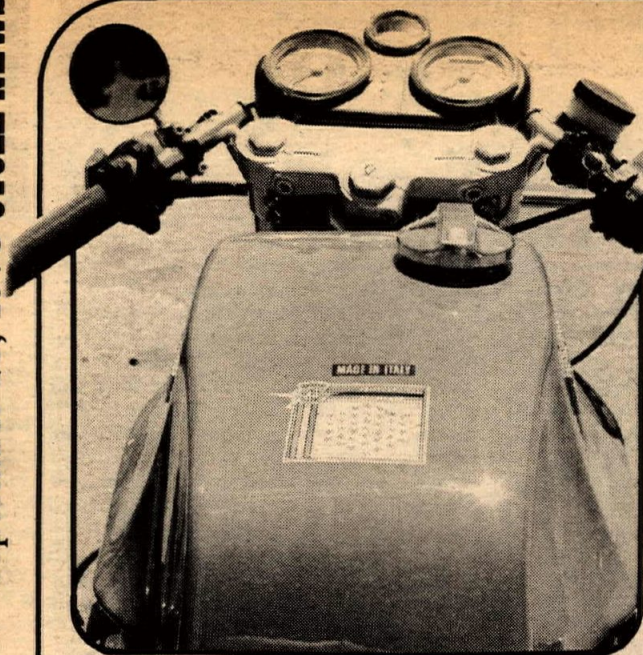
A fellow-traveller on another Duck offered a further diagnosis that the timing was off, the desmo valves were set loose (thereby leaking air at kickover speeds), and the flat battery was going to hinder it from running strongly beyond the mid-rev range. All of which we were unable to check out in the field, but seemed right based on the way the bike was running. Which means that, at the time, a fresh conventional 750 Sport would have run more strongly. Our visiting Duck expert allowed that owning a Desmo was somewhat like owning your own vintage P-51 fighter — figure at least four hours maintenance for each hour of running.

Bob Crossman writes of the Desmo:

"Not very practical for the street (unless you live high in the mountains, but really a turn-on to go blitzing. The lack of steering lock is really a drag. It takes at least three lanes to make a U-turn without "backing and filling". Everyday street riding becomes a chore unless your every day riding is either on the race track or up in the mountains.

"For everything except the race track the brakes are really super. The Metzler tires really seemed to be the weakest link in the braking system. Though the tires are the racing profile, I think that the compound is somewhat harder than that of a K81.

"HANDLING: Exceptional stability, point it and it goes... much more precise than any of the other bikes ridden the same day. (Laverda-MG-Ducati). Really a long way over before anything besides your toes drag the pavement. Very comforting under hard braking with the bike leaned over. The drive off of slower corners has to be felt to be appreciated. Seat of the pants says that the Desmo-Duck wouldn't fill the bill for commuting or even inter city (freeway) type transportation, but... on a long fast mountain road, look out!"



Moto Guzzi 850 Mild-mannered Clark Kent enters the phone booth

The Guzzi was the pleasant surprise of the day's run. Even mindful of Mike Baldwin's performances on a red-tanked "Corsa", no one was quite prepared for the shock of how good the formerly stodgy V-twin had become. What made the difference? More horsepower, less flywheel weight, lower overall height, spot-on handling and outstanding braking are the answers.

The biggest flaws of earlier Guzzis were extremely clunky shifting due to, humongous flywheel effect; and limited ground clearance. Neither has totally disappeared on the LeMans, but neither do they detract significantly from the bike's performance, as they once did.

Instead, the LeMans feels smooth and soft as a glove in all its reponses; a very comfortable bike to ride, straight-up and slow or hard and fast. Overall, it may have been the slowest of the five, but it just felt good, regardless. Once in the mountains proper, it gave little speed away to any of the others; for the handling was quick and nuts-on perfect. Like the MV and the Duck, the Guzzi capitalizes on its overall lowness by being extremely quick to flick in and out of change-up corners, yet without sacrificing stability.

The slick, square seat allows you to hang off just slightly to either side without half thinking, which helps compensate automatically for whatever the machine may lack in ground clearance. All in all, a real confidence-builder; and the tires seemed perfectly matched to the chassis, as well. This last fact may indeed have made the Guzzi look better, vis-a-vis the others.

The rear drive unit on the Guzzi is all-new and super-light, a far better-looking unit than even the high-bucks MV. Shaft torque reaction was apparent only at low speeds.

What was really trick was the brakes. Moto Guzzi has adapted its interconnected braking system to the LeMans, and it works! The rear brake pedal activates the single rear disc and the right front disc in a carefully-balanced force-ratio. The front brake lever works the left front disc alone. The overall effect of this system has to be experienced, as Bob Crossman relates in his thumbnail sketch of the bike:

"BRAKES! Really fantastic. The integrated braking system is probably the 'trickest' innovation available in the marketplace. Braking whilst leaned over far enough to drag the footpegs requires only that you caress the 'rear' brake lever. It became really easy to boogie along at almost twice the legal limit using the foot brake lever only. Only hard panic stops required the use of all three of the disc brakes.

"All of the MG's that I had ridden before seemed to feel a bit 'disconnected' somewhere in the chassis at low to medium speeds. The 850 LeMans has none of this feel *anywhere*! I was really amazed at how fast the 850 hurled around almost any mountain bend. Pavement changes, bumps, even freshly painted yellow lines on the pavement didn't affect the smooth, precise handling.

"It took me about five minutes on the LeMans to get used to the weight of the motor 'falling' the first six or eight inches when the bike was leaned over. A bit disconcerting at first, but not even noticeable after more than five minutes. The riding position allowed me to play a mild 'Reg Pridmore' in the seat, and ride the Guzzi for long periods of time without any discomfort."

Of the five, the Guzzi came home the cleanest. In fact, the only smirch anywhere on the bike was a bit of weepage from the rear drive seal. The instrument cluster has a regular Christmas tree of idiot lights, but they're so dim they can't be seen at all in daylight. Picky, picky...

Laverda 'Jota' Frightengly fast freight train

The Jota is an honest 150-mph motorcycle. As such, it is terrifying to any ordinary mortal trying to hustle it through a set of 65-70 mph corners connected by short straights. In this regime, it is just possible to get it into third gear; it spends most of its time in second.

I mean, this sucker has *legs*! You know it just pulling away from a dead stop. Italian machinery is geared universally tall — it seems to be a national characteristic. Yet even in the present company, the Jota was exceptional. Couple this kind of gearing to a brute-strong 1,000cc Triple that will rev freely to 9,500 and you've got a flaming missile!

Below five grand, there's torque, but not very willing torque, punctuated by an annoying off-beat rap in the exhaust due to the uneven firing order imposed by a 180-degree, two-cylinders-up, one-down crankshaft. But above 5,500, everything smooths out nicely; the tach takes a huge leap, and suddenly — shee-it! — you're going far too fast for comfort between quick-breaking corners.

So on the Jota, the brakes got used pretty heavily. This machine, being a "75" vintage, had a drum rear brake; and pressing the rear brake pedal yielded disconcertingly little effect, forcing the rider to rely heavily on the dual front discs. These units, with their heavy rotors, feed quite a bit of Coriolis effect back into the steering; an effect which is unnerving at first.

As noted earlier, this machine also had an odd mix of tires on it. Consequently, the front end had a tendency to walk when really pushed. This machine probably had the highest center of gravity of the five (though the other Laverda was second only by fractions), and it felt it. Add all these factors together and you can see that the Jota had to be ridden carefully and correctly, leading each corner just right in these mountains — or else. It never let you forget that it would be frighteningly easy to run out of road at the speeds of which this machine is capable.

Laverda 1,000 The big red fire engine

The "stock" Laverda is far less intimidating than its breathed-on cousin. It only revs freely to 7,500; though many other engine parameters remain similar. Then, too, it had a better-matched set of tires mounted on cast alloy wheels which enhanced its rideability.

With "touring" Euro-bars and a genuine twinseat, the Laverda is probably the most believable, liveable day-to-day riding bike of the lot — with the possible exception of the Guzzi, which loses points riding double. Newer, tighter than the well-thrashed Jota, it rode smoother and easier on the mind in all departments.

Like the Jota, it too is a tall, heavy-feeling handler. And like the Jota, the rear brake doesn't do anything exciting with moderate pedal pressure — even though the '76 has a disc rear brake to go with the standard cast wheels. So it, too, must be ridden deliberately, forcefully, by a rider who's not afraid of the bike or the hidden road around the next bend.

Bob Crossman writes about the Laverda:

"A strange melting pot-conglomerate of a motorcycle. Not as fast as the Jota 1000, but fast enough to get you in big trouble (exhibition of speed, etc.). Really an allround motorcycle. A real dual seat, lots and lots of torque, a giant Bosch Halogen headlight, superb looks, the same brakes as the Guzzi (minus the interlocking system), lithe and supple either around town or chasing thru the mountains. Much more realistic in terms of both price and availability, not quite as "exotic" as the Guzzi and Ducati 'factory' racer replicas.

"Standard issue Dunlop K81's mounted on lightweight cast spoke wheels (WM4 on the rear and WM3 in the front) make for great swervy road traction. The wheels transmit more road feel,

allowing the rider to really feel the tires 'working' when driving in or out of a corner. The only irritation I could find was the caliper mounting position. At low (around town) speeds the front of the wheel (the part in front of the axle) wants to fall into a turn, so that you are steering the motorcycle rather than leaning it into the turn."

Head-to-head or, 'Gentlemen, choose your weapons!'

Putting it together, trying to compare and spell out best/least-liked features, really told as much about the personalities or the riders as it did about the motorcycles. It's easier to grasp what these machines have in common. Besides a high price and high gearing, all Italian motorcycles share one outstanding characteristic — "Handling" with a capital "H". It is in this arena that they create a standard for the rest of the world to marvel at, and hopefully learn something. They each have the endearing habit of holding any line the rider chooses to pick until the rider chooses to pick another. For this alone, they are each well worth the cost (though to be frank, there's nothing about them that others couldn't copy at less cost). In this fraternity, there are no "bad" motorcycles. As Jim Haberlin put it, "Hell, I'd take one of each."

We all understood well the handicaps of preparation and set-up that plagued three of the five; we all had our own firm ideas about what was needed to put each bike onto top form. The Jota obviously needed a better front tire. The MV Agusta needed to be returned to stock tire/chassis configuration as a starter. The Ducati needed a fine-tooth going-over.

Yet there were choices to be made, each man with his reasons. Personally, I'd recommend the Moto Guzzi to anyone who wants to spend hour after hour in the saddle, going as fast as the laws of Man and Nature will let him (But solo, per favore. It has buddy-pegs, but the saddle is at best a "1½"). Running in this mode, only the BMW R90S is in the same league; and the Guzzi's high-speed handling is far more solid. Still, the Guzzi would have to rate as the slowest of the lot. Its red-tanked cousin is still an unknown quantity.

The MV impressed everyone, but when asked, "Would you buy one, or would you race one?" four out of five hedged. It felt bitchin'. It was simultaneously fast, smooth and comfortable enough to be alone in its own league. But it was still too heavy to be truly competitive, too expensive to be "practical," and fourth-fastest ahead of the Guzzi, taking a synthesis of rider opinion. Four out of five. Jim Haberlin, defying all logic, has bought one, and intends to seriously race it. But then you expect a \$6500 motorcycle to defy logic.

How about the Duck? We loved it, but on practical grounds, hardly a man of us would choose a Desmo over a cooking Sport. With everything working perfectly, it has got to be the all-around King of speed and sport; it just feels so fine when it's right. But to actually own and enjoy one of these, it would take a single-minded perfectionist who's completely at home in this complex V-twin's innards. It will reward the average rider with nothing but frustration.

The Laverdas both had an intimidating effect on the author. It's just a matter of personal prejudice to prefer motorcycles with low C.G. and cornering responses that approximate a middleweight 350. But people who like to go fast — *really* fast — tell me there's nothing that can touch them. The stock '76 1,000 has got to be the strongest all-round fast touring motorcycle on the market. In fact, if you're into big-feeling, super-stable, eye-bugging musclebikes, there's almost nothing faster in quantity production.

Except maybe the Jota. Depends on how you define "quantity" production. The Italians don't build all that many stockers. But the "Jota" option is available to anybody, over the counter, out of the box, or as a retrofit to a standard model. It takes extreme bravery, self-confidence, skill, balls, whatever to ride one as fast as it will go. It left everybody, even its owner Lance Weil, with just a little touch of fear. Everybody, that is, except Jim Vialovos, who couldn't keep his hands off it, who would grin and call the rest of us a bunch of old ladies, and who would promptly disappear on it at high velocity, riding single or double. Which speaks a lot about both Jim and the Jota. For me, it was enough to have sampled it, almost. I do regret that we never found a place with room enough to stretch its legs in top gear. I've never been 150 mph on a motorcycle...

Tips on surviving the "Family Enduro"

By Lane Campbell

Right off, this has got to be a dumb article, because any idiot knows a family desert enduro is supposed to be a fun event, not a

test of survival. What's even dumber is that the guy writing it has only ridden one such enduro in his life — and that on a three-year-old IDST Triumph with a broken clutch cable. Maybe it's because, on that one ride, I saw such a surprising number of people trying to kill themselves, or, failing that, kill their motorcycles. Hence, the Cycle News One-shot Survival Manual for First-timers, written by a first-timer.

Bike prep — Forget all the exotic stuff; family enduro speed averages only require a motorcycle that functions, and there's a lot of perfectly functional machinery, wrongly called "obsolete," waiting to be picked up for \$500 or less. The key is keeping it functional. That means it must do certain things.

The first thing is idle. A motorcycle that won't idle, or pull cleanly off idle, has no business in an enduro. That goes even for the pipey ones — it may not make much horsepower "off the pipe" but it should at least run. That's so you won't waste time, energy, and throttle control messing with the clutch in order to keep the engine running. If your bike won't do this, then make it idle before you enter another run — whatever it takes, clean the plugs, clean the exhaust baffles, replace the points (if it has any), clean or rejet the carb, whatever. If you do nothing else, do this first, and you'll be surprised at how much the effort will reward you in terms of enjoying your ride.

Second is the suspension. Nothing trick — just make sure that it works. If you can bottom the forks with your own body weight, you're in trouble. The reason you're in trouble is because you need a certain amount of rake and trail to ride sand with any amount of control. Sacked-out fork springs cause the steering head to ride too low; rake and trail both decrease; and you wind up with an unrideable handful in any sandwash. You'll be amazed what a difference you can make in that evil-handler with just a simple set of fork spring spacers you can buy at any Yamaha shop for a couple of bucks.

Other tips — if you're flush enough to

afford something with long-travel forks, make double-sure that it's impossible for the front brake cable to pop out of its guide(s) or snag on anything while the forks are stroking. That alone can save your life, so check it a third time.

Make a little "roll" out of duct tape or fuel line or anything handy; and tape it to your twistgrip right under where your finger joints hook around it in a comfortable riding grip. This tends to keep you from developing a "death grip" on the throttle as you begin to tire.

Carry a roll of duct tape somewhere on the bike; you can use it for anything from patching a leaky gas tank, to splinting a broken bone, to silencing a gabby kid. Great stuff.

The rest of it you probably already know from reading all those slick magazines. It's the things they don't tell you, like the idle and the sacked-out forks, that seem to spoil so many folks' rides.

Body prep — Avoid dehydration. Actually, the correct term for it is hypohydration, but everybody seems to ignore that. Whatever, it means allowing your body to fall significantly below its normal 90% water content. That's especially true for you lovers of the grape, because getting totally smashed, sick, and hung over the night before tends to dehydrate you. Then you have to drink an extra amount of liquid to make up for it the next morning, get sick again, and resume the whole process. Seriously, though, if you can stand it, you want to start out on the vent slightly waterlogged, preferably with pure water, Gatorade, lemonade, or most any other kind of fruit juice. Prune juice don't get it, for obvious reasons; and neither do beer or soda pop.

Mental prep — Somehow, it helps to be old. Since "old" in Southern California means anything over 25, that's easier than it sounded, at first. If you still aren't 25, practice thinking survival, like an old man, at least an hour each day. Since the latest couple of fatalities at family enduros were young people, this is not such a dumb idea.

Practice — Since you already know how to ride fast (you're sure of that, aren't

you?) you should instead practice riding slow. Trials riders seem to have this kind of riding wired, so try practicing trials riding — do picky-picky turns at idling speed between big rocks, go down and up the same steep bank without taking your feet off the pegs, do intentional little wheelies over rocks and logs — all the dumb things you see trials riders do when they're playing, try to imitate. This way you won't panic when the speed averages, the terrain, or your fellow riders in the bottleneck ahead force you to ride slow.

Riding — If you've paid attention to all the foregoing, this section can be mercifully short. That's because if your engine runs cleanly at low speeds, your suspension works correctly, your body is well hydrated, your attitude is mature, and you've practiced handling your bike without a lot of foot-dragging, you're already home free — able to handle anything on the "B" rider loop with ease, and able to relax, really enjoy the ride. Honest — you can be flabby, out of shape, with a beer gut that flops over the handlebars of a five-year-old, 300-pound turkey motorcycle and still make it, because you've done all the things that prevent you from getting too tired, too soon. Oh, you'll get tired; but it will be fun tired. There's a difference.

OK, the averages are duck soup, so you've decided you want to race a bit between check points. Please, go to a desert race or a GP and get it out of your system. Family enduros are danger-marked for 18 mph, not 40. What that means is, even assuming that the course marking is nuts-on perfect, the danger arrows, lime stripes or whatever are going to be set where a guy going 18-24 mph can see them, comfortably avoid the obstacle, and get back on the gas. Set them too far away and the guy who's timekeeping will see them, slow down, not see anything dangerous, gas it again and clobber himself. So they'll be set far closer than you'll find comfortable if you come at them all tapped out. The other pitfall is, a terrain feature that's safe at 18-24 mph probably won't be danger-marked at all. Suppose, however, you came upon it at 45 and endo. Tough nuts, huh?

After race comes pace. Everybody has a comfortable workspace — a level of physical effort they can sustain for long periods without wearing themselves out. It's a different level for different people; so the trick is knowing yours.

Any long trail ride is physical work; but you're generally not thinking about that. So you wind up exceeding your level without warning. Yet the warning

signals are there, if you'll think about them. For instance, if you pass the same rider five times and each time you crash minutes later, that should tell you something's wrong. If rocks in the trail are "sneaking up on you" with astonishing regularity, something's wrong. If you put a foot down to make a pivot turn in sand and just fall in a surprised heap, that's another sign. It's that ol' deep-seated water-deprived body fatigue that's sneaking up on you. That's when you should say to yourself, "Hey, wait a minute," get off the bike, walk around in a circle a couple of times, then sit on a rock and wait for your pulse to return to normal.

Take a drink, too — and don't tell me you went out without water on your bike or person. The first symptoms of hypohydration happen to be deteriorating eyesight and eye-hand coordination. Which means as you dry out, you don't see things you need to see in time to avoid them. You wind up riding over things unawares that any dummy would ride around. A breather and a slow steady pull at your canteen takes less time than a crash.

Once you discover your workspace and get comfortable with it, most of these warnings will be unnecessary. Your breathers/waterbreaks will just naturally coincide with each checkpoint, and you'll just happily boogie along, passing all the strugglers, puttin' up hills with good momentum, throttle control, feet on the pegs an' all that good stuff you know how to do but fail to when you're pooped.

One other trick to practice (then I'll shut up) is square turns in sand. Everybody knows how to get the weight back, stay on the gas, and boogie along with the front wheel planning to stay straight and under control. But the doggone sandwashes refuse to run in a straight line. What seems to work (at least with a turkey Triumph) is to approach the turn using the rear brake, one finger on the front brake (no more) weight still back and throttle slightly on working against the brakes, as the sand slows you down. Pick where you want to turn, slide up out of the seat, onto the tank, plant one foot, pivot and gassit, allowing your weight to come right back into the seat as you raise your foot to get that front wheel up and straight again. Works bitchin' if you're not tired.

If this seems like a turkey article, written by a turkey, for turkeys, so be it. I wish I had a dollar for every rider I saw on just one enduro who didn't know this stuff. Guess I'll jes' go thump my brains out. (Thump?) Yeah, thump. Bye.

Desert

Roeseler

By Bobi Scott

Earl Roeseler used to keep track of his son's race wins in a little brown spiral notebook. He doesn't keep track of them any more though. His son has grown up, he's 19 years old, and Earl probably suffers now and then from a recurring case of acute writer's cramp which he picked up a few years ago while trying to log all of his son's desert victories.

Larry Roeseler wins a lot of races but it isn't because he doesn't have any competition. Considering the number of people that race in the desert almost every weekend of the year, Larry has probably beaten more racers to the finish line that you would care to count. The only times he didn't finish first were because his bike couldn't take it, and that's been only about three times.

Considering his success, Larry is reserved, very easy to talk to and very much unaffected. He is one of Husqvarna's most valuable salesmen, but you won't find him pushing bikes in the confines of a motorcycle shop. No way. His work address is the Mojave or Baja Desert, depending on the weekend, but don't bother trying to find a listing in the yellow pages 'cause he's always too busy to answer the phone anyway.

We finally caught up with Larry and asked if he would mind spending some time explaining himself. Fortunately for us, he agreed, and now whenever you see the name Larry Roeseler — you will know a little bit more about how it all came to be.

How and where did it all begin?

Back in 1962, I was five years old, my dad bought me an old lawnmower engine minibike. Well, the very first time I got on it — I only knew how to make it go — I ran into a brick wall, fell down in the gravel and scraped myself all up. It really scared my dad more than it did me though. He thought, well that's probably the end of that. Dad was racing back then, so we went to all the races together. I started out riding English trails, you could ride any size bike in the 0-15 year-old class, rode them for about two years and then rode some rough scrambles out at Perris Raceway. Two years later I got a H-D 50 and that same year, 1965, my dad became District 37's very first number one Trailbike rider. I rode my first big desert race that same year, on a Honda 50, and finished 16th Trail Novice. I was pretty scared, but I sure liked it. I wore my mom's boots and helmet in that race. I got about 200 yards from the start and crashed. My dad came back, picked me up, and said, "Come on, let's keep going." Then I started riding a lot of enduros and some hare scrambles. In 1967 I was riding at Dead Man's Point. . . wow, that's a long time ago now that I think about it.

Did your dad have a lot to do with influencing you to race?

Yeah, he really did. I wanted to be just like dad. He was good and I wanted to do the same things he did, just as well. He never pushed me though. I see a lot of fathers nowadays really pushing their kids into racing, telling them how to ride, what to do. . . I don't think that's good at all. He never told me what to do, we just rode together a whole lot. We went to all the races together, rode enduros on the same minue. . . we really had a lot of good times. I picked up a lot of experience just from that. You know, there's no substitute for experience. Even now, I can't TELL a person HOW to ride. A lot of people could probably beat me, but they don't use their heads, they just flat go. I used to hate uphill, because of the downhill, but now people say I'm crazy on downhill. I used to be really scared of them, but experience taught me to think of them as flat ground. Now, it's easier on a downhill, just because it's down and you can go a lot faster coming down. Does that make sense?

What other interests did you have besides motorcycles, racing and getting dirty?

I played baseball for a while, but most of the time I would ride bicycles with all the other neighborhood kids. Finally some of the kids bugged their parents into buying them motorcycles 'cause I had one. I was probably pretty unpopular with a lot of the neighborhood parents because of that. In the meantime, I was getting hurt a lot more on my bicycle than I ever was on my bike.



PHOTOS BY MIKE KLINGER

From a brick wall to the Baja 500

When did you decide to get serious about your racing?

About 1970. I started riding District 37 events a lot and got more serious about collecting points. During the week I rode as much as I could in the fields near home, nobody complained about it out there. That same year I rode my first big off-road event in Mexico too. The Laguna Salada 200. I was only about 12 'cause I was still in Junior High. Dales Modern Cycle was sort of sponsoring me on a Harley 125. I ended up second motorcycle overall, first 125cc. The prize money totaled \$540. Everybody was really jazzed about the win, they were all drinking beer and celebrating, so I did too. I got drunk, got really sick, — I didn't drink beer for a LONG time after that. And I had to go to school the next day too. That was my first money race and my first experience in Mexico. It was really neat! Next race I remember real well was the Elsinore GP. I got 17th overall, third Trail Expert. Dad and I rode the Greenhorn and we got first Father/Son Team and I was the youngest finisher. Those were the best things that happened though, because that year I also broke my arm, and about two months later I broke my hip riding in the Check Chase. Boy did the hip hurt. It was my first hospital experience.

When you started breaking your body up didn't you start to have second thoughts about this racing business?

No, not really. As soon as my hip healed I was ready to go again. I saw it happening to other people all the time and my dad got hurt too... but I knew that could happen when I was racing. Actually, I get hurt more often just screwing around, not racing.

Were you ever fully sponsored back then or did you have to pay your own way most of the time?

Back in 1972 I was riding almost all District 37 races and I finally got the number two plate. That year I rode my first Mint 400, on a Harley 125cc still, and I got second 125. Mitch (Mayes) and I rode the Baja 500 together and got fifth overall, first motorcycle. Mitch was the one that was sponsored, I was just next on their list, so it worked out good. I still had to go around to dealers trying to get my own supplies. I remember the first time I went to Bill Walters Leathers. I needed some leathers real bad and figured maybe I could talk him into giving me a set. I told the woman up front what my name was and asked to talk to Bill. She went back and got him, he came up front and asked, "What did you say your name was?" I was really nervous and felt so small... I told him and he said "I only sponsor number one riders." I said, but I AM number one, in the Trailbike class. Boy, was I embarrassed! I really had to grow up fast. Nobody was going to go around asking for a sponsor for me, except me.

How about your bikes; did you do all your own wrenching or did you have help?

Dean Goldsmith did all the wrenching for Harley back then. I still worked on my own bike for local events, but Dean worked on Mitch and Terry Clark's bikes and mine too, for the big events. When Mitch went to Husky, so did Dean. And now, I'm with Husky and he's back wrenching for me again too. It worked out pretty good. After Mitch left Harley that left the door open for

me and I became their number one off-road rider.

Why did you switch from Harley to Husqvarna? You were in a good position as their number one man weren't you?

Because of the breakdowns. I just got tired of not being able to finish a race because of the equipment. Last year at the Riverside off-road race I broke in qualifying and it just ticked me off. I really wanted to ride that race and go for it. When the bike broke, Bruce Ogilvie, who was next in line to me, was standing there when I came back into the pits and I just handed the bike over to him and said good luck. That's when and why I went to Husky. It's too bad Harley won't put more money into their racing program, if they did they would probably be winning more races.

What does racing, or working, for Husky as a factory rider involve? What do they do for you and what do you do for them?

Obviously, they give me bikes to ride and my job is to go out to District 37 races and try to get number one, talk to people and get them to buy Husqvarna motorcycles. I know of quite a few people who have bought bikes because of my wins. I just try to be friendly to the people who stop to ask questions and talk. I really enjoy it when a little kid comes over and asks for "my autograph." I tell the people the truth and don't try to keep any big dark secrets about the bike. Husky pays my travel expenses, gas money, win money for first 250 and a bonus for overall. I get \$25 for a class win and \$75 for overall wins, plus expense money. It's pretty good right now because I've been winning, but if I wasn't, I'd be pretty bad off. \$100 a week, for me, is REAL easy to go through. That's it too, I'm not on a salary like Mitch is.

That sounds really tight. How do you ever manage to get by without a regular job? Did you ever think of maybe going into professional motocross or something that pays better money?

I get by because I still live at home. Don't get me wrong though. For years now I've been paying my own way. I've bought my own clothes, my own gas, and stuff like that. I go riding a lot during the week and that doesn't cost much. It's hard though. I go to a lot of races and my gas money is only \$25 from Husky, if I spend more than that it comes out of my own pocket. I never thought about pro motocross until the last couple of years when I finally got good enough. I already had a sponsor then and a Datsun truck to boot. Everything was going fine and back then I didn't have to think about a lot of money. Now, I'd really like to ride motocross, if someone would give me the chance. I ride motocross in all the GP events and I love it. I'd really like for Husky to give me the chance, but I haven't proven myself to them in motocross yet. I don't know, Husky is really good to me. I can walk in there and they make me feel like I own the place. They really seem to respect me and that's important.

What does Husky have planned for you in the immediate future?

They want me to go for number one in both the Trailbike class and the Open class. It's never been done in the same year before. It's done all the time in motocross, that's easy, but never the desert. In fact I already have two wins to my credit in the Open class, so I only

need about 18 more, I got those points riding GP events.

But, how can you do that — ride two different classes and still get number one in both?

Well, this is only the halfway point of the year and there are still a lot of races to go yet. I already have 17-18 wins in the Trailbike class, on the 250, and I can safely say I'll probably end up with the number one plate again for '77. Now I can concentrate on the Open class. I'll be riding a 360cc in that one. No one has been dominating the Open class it's been divided up fairly evenly, so I still stand a chance.

You and A.C. Bakken have won (overall) just about all the super big off-road races around this year. How much money do you think you've made risking your life and paying a \$250 entry to do it?

Well, are you ready for this? A.C. and I won the Parker 400 overall. It's a joke — the SCORE check given to us was \$1050. That's it. We probably got about another \$1000 in contingencies. It was really cute, SCORE sent me an 8x10 glossy of myself, A.C. and Bill Silverthorn, who won the overall class one, and it said, "Here are Larry, A.C. and Bill getting their share of the \$120,000 purse from the biggest off-road event ever held," and I'm just goin' OK where's my money? When we split it up we ended with \$525 apiece. It's a joke and a ripoff. People think you make so much money — ha! We beat Silverthorn and he probably made seven or eight thousand dollars. Boy, that picture blew me away. The Mint 400 was next. Rolf Tibblin was scheduled to ride with me but he had hurt himself and Mitch had hurt his knee at OCMC (The Great Bear GP) so we put the two cripples together and A.C. and I teamed up. Two days before the race Mitch got off hard and broke both his collarbones; that left Rolf teamed with Jack Johnson and they won overall.

A.C. and I finished second and our payoff was \$1500, or thereabouts. Most people think, wow — you're a big buck hero — boy if I just told them the truth... they'd never believe it. The Baja 500 was next. A.C. and I won, overall again, and the payoff there was \$2400. The first buggy in got about \$8000. They pay according to the number of entries per class, but an overall win should be worth something extra.

Do you get really nervous before a big race, like the Baja?

Not really — not anymore. This year at the 500, I'm in the motel getting ready to go over to the start area and Terry Clark says, "let's go eat breakfast." Now, I don't like to eat

before a race, but we went down to the Bahia and ate anyway. I was one of the first bikes scheduled to go off the line and someone said, "hey you better get going." It was ten to six and I was supposed to start at ten after. I was pretty far from the impound area so I thought, gee, I'd hate to miss it, so I started jogging down the street through town, boots, helmet, everything... finally somebody asked if I wanted a lift and by the time I got to the line, all I had time to do was fix the lens on my goggles. That was close, but it worked out OK 'cause I didn't have time to think about the start.

A lot of racers have superstitions about colors, clothes, all kinds of things. Do you have any?

Yes. I won't wear green socks. I know, you hear all that stuff about green being a no-good color for racers and all that... and I just thought it was silly — until I broke down everytime I wore green socks. Yellow socks used to treat me the same way, but I finally got over that. And everytime I think I'm really going to like a race, I end up doing bad. So, I try not to think about it at all.

Do you carry a good luck piece or something like that?

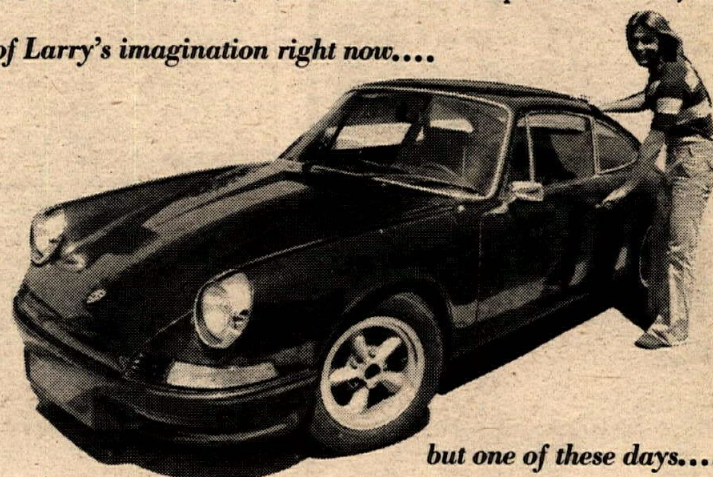
Nope, I don't carry nothin'. My leathers don't have any pockets. All I ever carry is a spark plug wrench and a lot of times I forget that too. I get too confident sometimes, but my bike hardly ever breaks down.

What's going to happen to your off-road career if the BLM closes so much of the desert they can't throw any more big bucks type events?

Well, I don't know what anyone else is gonna do, but I'm in the process of buying a speedway bike. I'd still ride whatever off-road events were left, but if the desert is shut off, I'll have to switch. I know Jim Fishback real well and he's been after me for a long time to try speedway. What I want to do is get the speedway bike now, start riding during the week, and sort of see where it's at. It wouldn't interfere with my District 37 racing at all; besides it would be good experience and practice. It's so completely different from what I'm doing now.

EDITOR'S NOTE: This interview took place the day before the SCORE Riverside Off-Road World Championship. Larry was looking forward to that race with hopes of proving his motocross abilities to his sponsor. Unfortunately, he crashed hard in his qualifying race and severely injured his thumb. But — it could have been worse. He will be out of action until the Baja 1000 where he will probably team up with Jack Johnson. He knows what he has to do to win and he doesn't have to prove that to anyone.

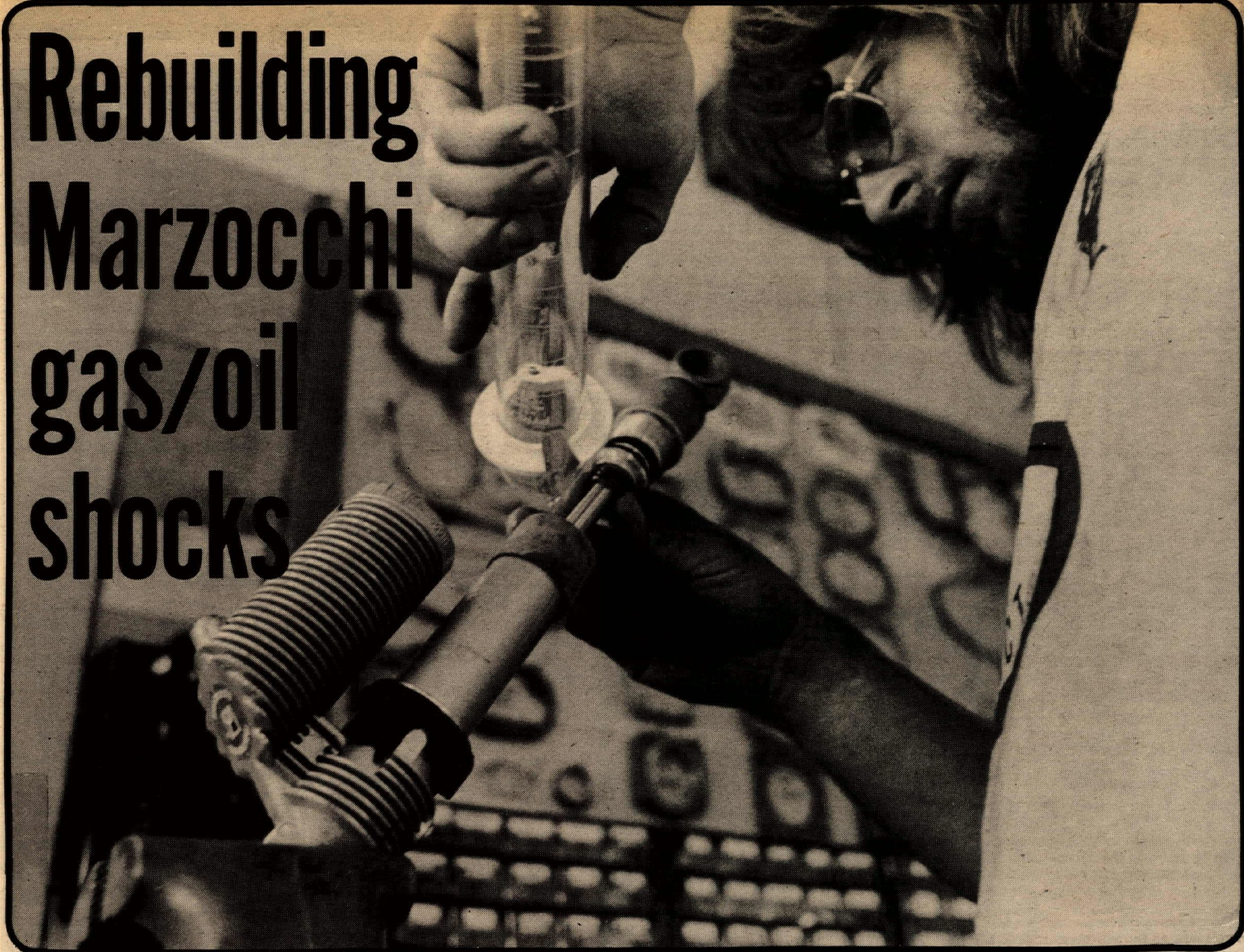
just a figment of Larry's imagination right now....



but one of these days....

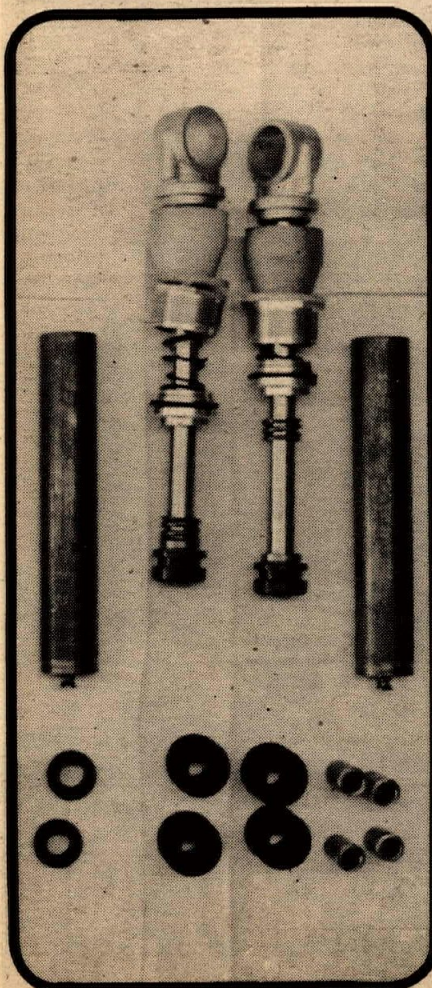
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Rebuilding Marzocchi gas/oil shocks



Penton Imports' Dane Leimbach helped our writer put together this step-by-step Marzocchi shock rebuild article. Here, Dane fills a rebuilt shock, jiggling the dampening assembly to remove any air bubbles.

Type 3 Marzocchis can be converted to Type 4 (for lay-down application) with these parts.



By Jim Gianatsis with Dane Leimbach

Standard equipment on all late model Penton and KTM motorcycles, and available through Hi-Point Accessories as a

replacement rear shock for other brands of motorcycles, is the exceptional performing Marzocchi gas/oil shock unit. Designed for strenuous off-road competition, the Marzocchi is a shock of twin tube design which incorporates a remote oil reservoir for better oil cooling and an air chamber separated from the oil by a flexible diaphragm to prevent shock fade due to oil foaming.

These Marzocchi shocks are presently available in two types. The first is the series no. 3 shock with 3/8 inch diameter dampening rod designed for use in conventional shorter travel rear suspension applications where the shock is to be mounted in an up and down position. The other type is the newer series no. 4 shock with 1/2 inch diameter dampening rod and firmer valve dampening for use in long travel rear suspension applications where the shock is to be mounted in cantilever or laydown position.

Worn shocks can be rebuilt by having them sent to the Penton Service Department, or the owner may choose to rebuild the shocks himself by following these instructions and

ordering the replacement parts necessary from a Penton/Hi-Point dealer. In most rebuild situations, only the dampening rod oil seal needs replacing. Also, series no. 3 shocks can be updated to series no. 4 specifications by the installation of the series no. 4 dampening rod assembly.

It is advisable that new Marzocchi shocks have their oil changed before use to prevent possible seal wear from metal particles which may have been left in the shocks during manufacture. New or rebuilt shocks should also have their exposed dampening rods oiled before the shocks are ever compressed. This prevents the lips on the dampening rod's oil seal from being pushed inward and allowing some shock oil to leak out.

Disassembly

1. Mount the shock assembly in a vise and bleed the air out of the reservoir assembly with the dampening rod compressed down into the shock body.

2. Using a suitable size crescent or open end wrench, undo the top of the shock on the main body and screw out the complete dampening assembly.

3. Remove the cap on the reservoir body with a special pin wrench. This wrench will have to be made, or as a

temporary measure two drill bits of same diameter as the pin holes in the reservoir cap may be inserted in the pin holes and a screw driver used as a turn handle to unscrew the reservoir cap. (It may prove to be a little more difficult, but rebuilding the dampening assembly and changing oil can be accomplished without having to remove the reservoir cap. The oil drain screws located on the reservoir body should allow most of the oil to drain out).

4. Use an 11mm socket to remove the end nut from the dampening shaft to remove dampening parts and seals. Make note of the order in which the parts are disassembled.

5. Clean all parts to be reused in solvent or gasoline. Use hot water to wash off parts cleaned in solvent, then dry all parts thoroughly.

6. Check the foot valve on the bottom of the inner tube body to see that it is sealing properly. Blowing on one end and then the other will verify that the valve is opening and closing.

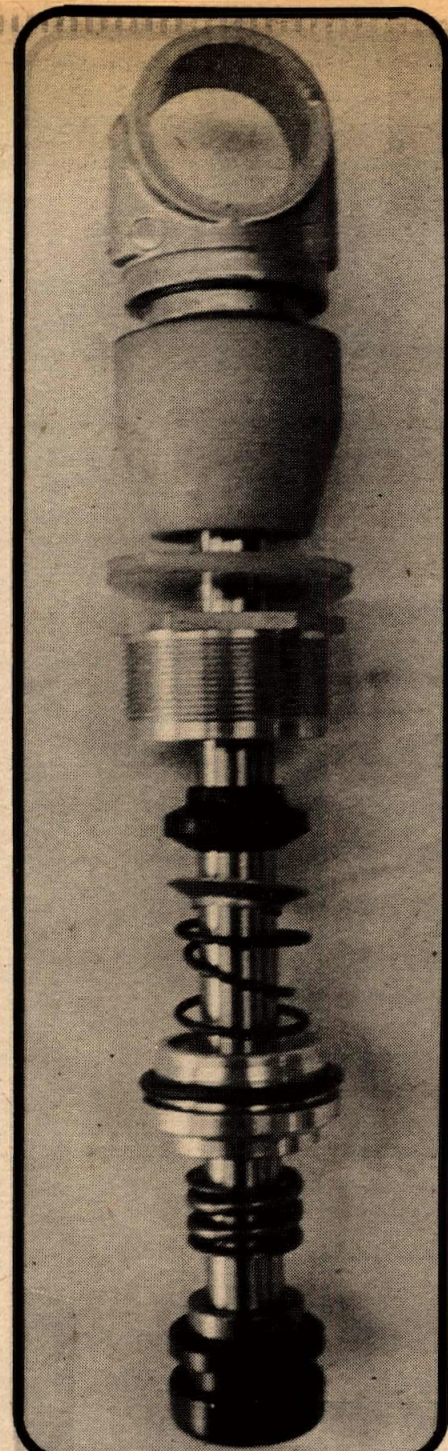
Reassembly

7. Install spring adjusters and collar on bodies before assembling any other parts.

8. Replace seals and other worn or damaged parts, then reassemble them on the dampening rod.

9. When reinstalling the dampening parts on the dampening rod, be sure that the spring washers aren't hung up on the shoulder of the collar they go around. Slip over the dampening piston and hold it down by hand against the spring pressure as the nylon lock nut is lightly tightened down.

10. Reinstall the parts in the reservoir body and tighten down the reservoir cap. Remove the top oil bleed screw on



Here's how all those little whatzits fit on the dampening rod. Don't mix 'em up.

the reservoir body for refilling the shock with oil.

11. The shocks will now be filled with oil. Use the thinnest good quality shock oil possible. In most instances this is 5 weight oil, or if available, Bel-Ray 45 hydraulic oil.

12. First install the inner steel tube in the in the shock and fill it with oil.

13. Partially install the dampening rod assembly in the steel inner tube and begin filling the remainder of the shock body with oil. The shock body should be positioned in a vice or held by hand so that the oil will drain out the bleed hole in the reservoir body at the same time it overfills the top of the shock body.

14. Screw in the bleed screw and tighten down the dampening rod assembly into the shock body with the dampening rod fully extended. As the dampening assembly cap is tightened down into the shock body, oil will be displaced and seep out at the threads. This is how it should be done. The object is to have no air mixed with the oil inside the shock.

15. Check to see that shock body top, reservoir top and bleed screws are tight, then fill the gas portion of the reservoir with air or nitrogen at 29.4 lbs. or 2 kg/cm2.

Because dampening in the series no. 4 Marzocchi shocks is extremely firm for LIT suspension, pressure in the gas chamber of the shock isn't strong enough to push back out the dampening rod when the shock is compressed. After assembly of the shock, or washing off of the motorcycle with shocks installed, be sure that the shafts are kept lightly oiled so the seals will work properly.



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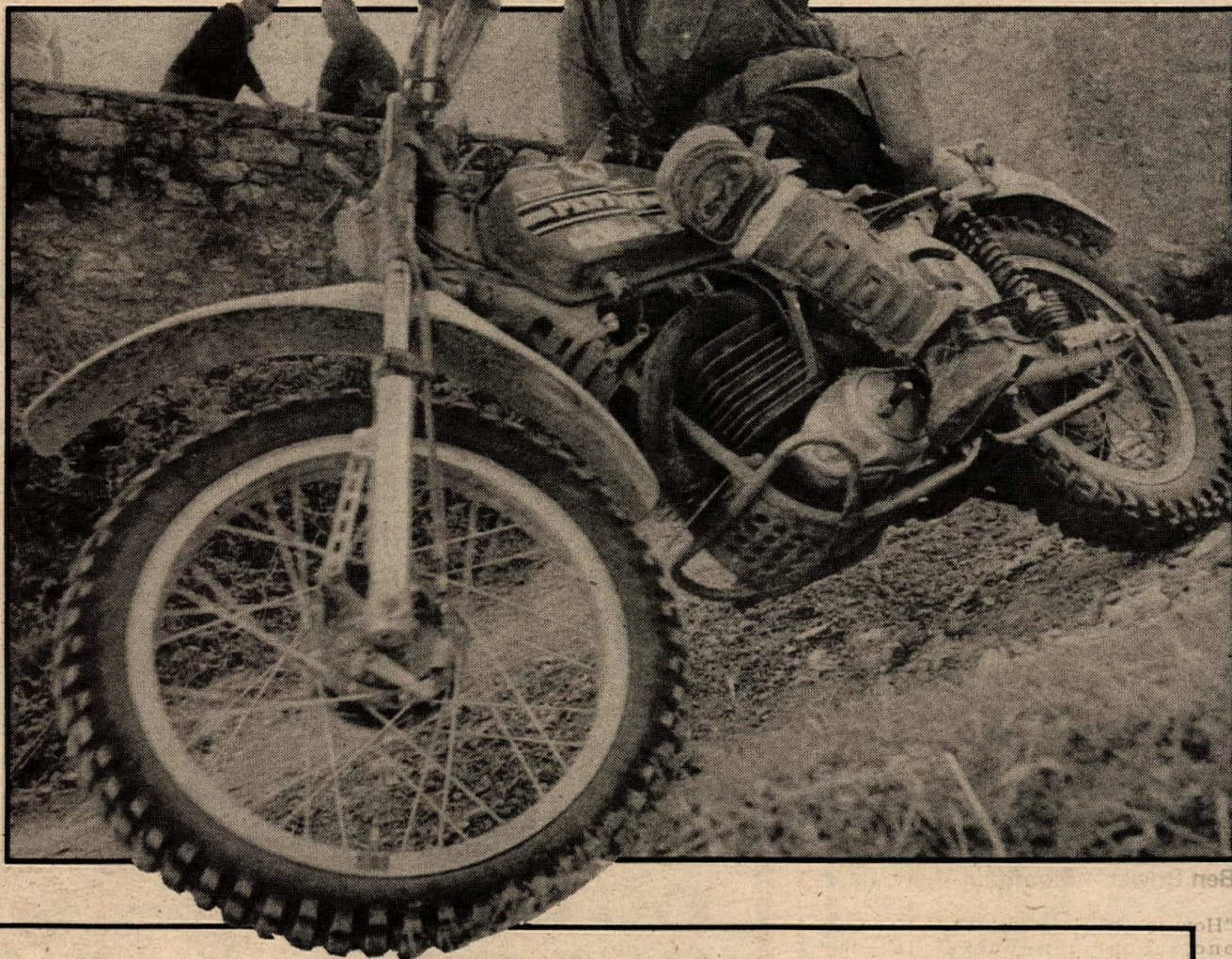
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By Charles Morey

here are lots of stories surrounding the American ISDT effort, particularly concerning the eight event AMA Two-Day Trial Championship Series. Some of them are of success and celebration; some are of failure and disappointment. Some are so hard luck that they're funny.

Take Mike Hannon's radiator tale, for example. Mike's in fine shape now; he qualified OK and was chosen to ride on the U.S. World Trophy team. But there was a night back in May when he must have had his doubts. He and his wife Theresa were on their way to the Olympia, Washington Two-Day qualifier when, as he told it:

"At two o'clock in the morning, I hit a deer just outside a small town in Oregon, completely totaling the front end of the van. It knocked out the radiator and power steering and demolished the grill. I hitch-hiked a ride to the nearest town while Theresa stayed with the van.

"At 7:30 in the morning, I was finally able to get a tow truck out, only to find out there was no place in town that could make the repairs. So, we were towed almost eighty miles to the next town where we were stuck for over a day.

"Well, they informed us then that it would be another five days before they could get the right radiator. Desperate, we rigged a makeshift radiator that overheated the rest of the way, and needless to say, died of exhaustion shortly thereafter.

"I guess the incident had set up some kind of pattern because I was holding the lead at Olympia until the second day of the event when my bike followed the radiator. The best part of all was that prior to hitting the deer, we'd stopped

in Reno and lost all our money — we had \$1.75 between us!"

And then there's Kevin Lavoie's eyebrow-raising tale about a traffic jam at a Trask special test.

"There were a bunch of us Penton riders all riding within a few minutes of each other. Frank Gallo got to the start of the test and took off. It ran up an old woods road with two very deep ruts on both sides.

"Well, Frank got all crossed up about half a mile up and got off in one of the ruts. I had started about 20 seconds behind Frank. I must have hit the same thing he did because right where he was, I ended up on the other side in the other rut.

"If that wasn't bad enough — there were Frank and me, both of us in different ruts and trying to get out — when along comes Carl Cranke! Just as I was getting my bike out, he hit my front wheel and did a great big endo.

"So there we were, three of us in the same place, all down. You can imagine how we felt! But that wasn't all. Jeff Gerber was next, and when he got to us, we were all over the trail trying to get going. And Jeff, trying to avoid the three of us as he rounded the turn, went sliding off into the same rut Frank was just getting out of.

"I know this must sound a little far-fetched, but you've got to understand that we were all only 15-20 seconds apart, so it all happened very quickly. Plus it was very slippery and just around a turn. This story gave us a valid excuse for our poor test times, but Frank, Carl, Jeff and I sure got some puzzled looks from the likes of Jack, Tom, Dane and others we told of our experience."

And all that was just in trying to qualify for Six Days. The Austrian stories should be outstanding! We'll try to bring home a good collection.

David Ashley -- Wadesville, Ind.

It hasn't been an easy year for nineteen year old David Ashley. There were, as he described it, "tons of crazy happenings" in the Two-Day series. He set out to ride them all, then (1) ended in a special test in New Jersey; still finished on Gold, (2) Finished Ft. Hood on back rim; still got a Gold; (3) Had another flat near the end of California City; took another Gold, (4) Ended in the 'bama mud (another flat); still managed to score a Gold, (5) Struck by a "wrong way rider" in Washington; broke one arm and dislocated the other — couldn't compete in the final three events. But here he is, all qualified, supported and ready to go again.

"I especially would like to thank Bill Stewart of Yamaha, Yamaha International, and all the people in R&D for their support and concern. Al Eames deserves credit for great organization and seeing to it that we get flat tires often. Thanks Al! And of course everyone in Six Days knows my dad Jerry and how important he's been to me. He's always there."

David, employed as a construction

worker, explained why it's all worth it. "The primary reason (for spending all the necessary time and money) is to make the U.S. team and know that you're representing your country, and — in my case — Yamaha. It costs a bundle no matter how you hack it, and the rewards are self-satisfaction in competing with the machine against time, mechanical stress and the elements."

Fred Bellman -- Oakland, Cal.

In the forty rider U.S. /line-up, somebody had to be number forty. This year, it's Fred Bellman, nineteen year old parts man for Nelson Brothers Motors. As number forty, with thirty-seven riders definitely going, Fred's chances as third alternate aren't too good at the time of this writing. But he's looking at next year already.

"Being one of the riders selected to represent the U.S. in the ISDT is going to be my ultimate experience, if not this year, then next year for sure."

The cost of competing in the Two-Day qualifying series allowed Fred to compete in only four events. He

finished on Gold at California City, ninth in the Open class. At Olympia, Washington, he tied for third in class on Gold, and at Trask he wrapped up the two days with another Gold, sixth in class. The final race that his finances

Charles Bethards -- Auburn, Wash.

"I live and breathe motorcycles 24 hours a day. I didn't have the money to compete in the ISDT when I was younger. To win even a Bronze Medal would mean a lot to me. To compete also means enjoying the pleasure of riding with the best riders in the world."

Thirty-nine year old Charles Bethards would allow him to compete in was Bad Rock. At the end of day one, Fred took second in class. Then, midway through day two his Gold winning streak ended.

"I was riding my best on Sunday until a log wiped out my rear brake, and with it, my fourth in a row Gold Medal ride."

His sponsor John Nelson, an ISDT veteran from 1967 and 1970 made it all possible. If they can get Fred to more events next year, he looks like a strong possibility for ISDT 1977.

was presenting his view on Six Days. The tool designer and father of four continued, "How much is a medal worth? I look at it another way. How much satisfaction do I receive from competing? It's the chance of a lifetime; a goal to work toward."

He's preparing for the grueling event with a 30-45 minute daily work-out session which includes running two miles, thirty push ups and fifty sit ups. The training program is supplemented with frequent riding sessions and regular competition.

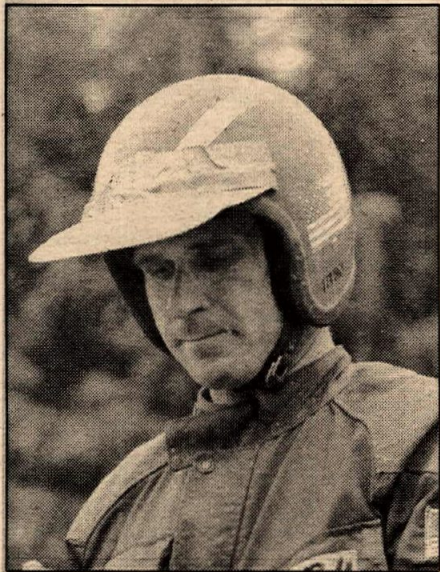
Wife Laura, daughter Kris and sons Ken, Kelly and Keven along with members of the Sea Fair City M.C., the Bultaco dealer, Don and Iris Rhodes and Bultaco employees Ron Murphy and Mike Hannon all rate high on Charles' thank-you list.

Ron Bishop -- Escondido, Ca.

With the AMA's gaining two extra berths for U.S. riders, and Don Cutler forced out of the running with a broken leg, Ron Bishop became first alternate. As it appears at the time of this writing, only a week before the AMA tour leaves

for Austria, Ron will remain the first alternate; the first not to go.

Last year was rough on the Rokon rider. On the Isle of Man he crashed on Day Three breaking two ribs and was forced to retire. This year, being just on the wrong side of the team cut must be even more frustrating. Or perhaps, it's lucky. With Rokon's withdrawal of rider expense assistance, it might have been rougher if he had been chosen to find his own way to Austria.



Ben Bower -- Mountain View, Ca.

"How much is a medal worth? To buy one, about ten bucks! It's the experience of mental and physical trauma, whether one wins or loses, that in the end is priceless! Of two previous Six Days, I have equally lasting memories that do not differentiate between the Gold Medal and the DNF. The key is to do your best. Then, if things fail, you still have not lost it all."

Ben Bower, thirty-two year old engineer for Owens-Illinois, has the attitude necessary to be a top ISDT rider. The relatively late comer to motorcycling ("I started with 'you meet the nicest people on a Honda.'") is married, and he and Deanna expect their first child in late October.

Ben feels strongly about the personal nature of motorcycle racing ("I was getting tired of team sports. . . it always felt like you were letting the other player down. . . motorcycling, especially the ISDT, gives the personal satisfaction of knowing that YOU have done something."). And yet, at the same time, he understands the reality of having to depend on others to help with his machine ("In this you must realize that you are not an entity unto yourself and that other people do have a better way to do it. Keeping an open mind is a must!").

The Bultaco/Bel-Ray team received much help from other manufacturers and dealers. Without them, cost would have been unbearable, and Ben Bower expresses his thanks to all.

Dick Burleson -- Antioch, Tenn.

"The medal itself has no value -- or very little -- but what it represents is personal," Dick Burleson responded, "Only you know how much you went through to get it. You compete in Six Days because it's the hardest race there is. I want to compete against the best in the world -- and win my class."

Husqvarna's twenty-eight year old Eastern Regional Service Manager was answering the Cycle News questionnaire under "internal pressure" from his pretty wife Jill. (After she'd finished, he went over it and wrote in as one of his dislikes "nagging wife making me fill this thing out." Then he added under the "likes" category "Jill and Jon-Erik." Jon-Erik is their two year old son.)

People and companies who assisted Dick in pursuing the Two-Day series are as follows: Dutch Hutchings, who must also be listed in the best friend category. Dutch sponsored Team Loco Ciento at last year's ISDT, making it easier for Dick, Malcolm Smith and Ed Schmidt to compete when they could find only limited support from Husky. Buzz McQueen and the Hercules pit crew helped pit for Burleson. And the Electro Helmet Company also helped support the nation's number one enduro rider.

Is there anything that might keep him from going to Six Days? King Richard replied, straight faced but with that familiar twinkle in his eye, "World War III."



Rod Bush -- Parkersburg, W. Va.

"Fishing," Rod Bush replied to the inevitable what - do - you - like - besides - riding question, "but who can find the time?!"

Other than riding in (and winning) almost every woods riding event in his area, the twenty-one year old Penton rider works at The Bike Shop, a family business, and also puts in hours at the L.B. Foster Co.

Rod's main support comes from his super parents, known to all simply as "Mom and Dad Bush." There are few eastern Penton riders who have not tasted a much-welcomed slice of watermelon or sip of Gatorade from Rod's folks at the checkpoints. In addition to Mom and Dad, Rod credits "Whitey" Wilkes, Ab Corra and, most of all, Penton Imports among the people he owes a big thank you to.

Rod rode on the Isle of Man last year, scoring his first Gold Medal, and in spite of the various ways Cycle News has managed to either misspell or completely overlook his name in the past, he's a very serious contender for Austria.

Chris Carter -- Menlo Park, Ca.

The 1975 Isle of Man ISDT marked Chris Carter's introduction to the super strenuous world of Six Days. In his first attempt, Chris rode his 400 Yamaha to earn a Bronze Medal, and became the only rider of a Japanese motorcycle to finish the event.

This year, as a member of the Yamaha USA manufacturer's team, Carter directs his thanks to Yamaha International, of course, and also to Rocky Cycle, Bill Stewart, the AMA and Al Eames.

"My goal in motorcycling is to ride the Six Days for the next ten years, and hopefully do well and have a good time, too."

The twenty-five year old bachelor earns his living in the New Products department of Rocky Cycle. Spare time activities include restoring a 1928

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ISDT 76

Harley-Davidson JD with a sidecar, playing tennis and water skiing. "I also enjoy working out and training."

"The ISDT is very demanding. You not only have to ride well, but you have to know how to make the bike last for six days. To me, just riding the ISDT is worth a year's preparation and training. I'm looking for my first Gold Medal in Austria."

Don Cichocki -- Bethpage, N.Y.

When he's not terrorizing the 125cc class in the Two-Day Qualifying series, twenty-six year old Don Cichocki earns his living as a gardener. The New York rider ("I've lived on Long Island all my life.") has been active in competition for six of his nine years of riding cycles, his most recent accomplishment being the second best scorer in class for the Two-Day series.

Like every other Penton rider that's going to Austria this year, (there are fifteen of them) Don owes a big thank-you to the people from Lorain. He also has a group of personal friends whose last names he didn't mention, but who obviously were super helpful throughout the season: Steve, Bill, Lee, Frank and Dada. Marcia MacDonald, last year's Silver Vase Team Manager and all around super gal, also gets a big thanks.

"I guess it's to do something that not everyone can," Don summarizes his reason for investing all the multi-bucks and mega-effort towards riding in the ISDT. "And for the challenge. You just can't sum it all up in a few lines. To win a Gold medal in the ISDT is definitely worth all the money, time and effort I've spent during the series. I just hope luck is with me in Zeltweg!"

Carl Cranke -- Placerville, Ca.

You might think that someone like Carl Cranke (or any of the other Silver Vase Team members: Penton, Penton and Leimbach) who has been involved in motorcycling on a day-to-day business level for years would become tired and cynical about the whole deal. We've met several younger professional racers who seem to have lost touch with the joy of riding somewhere along the road to financial success. In off-road riding, however, still a non-professional sport, the exact opposite seems to be true. Riding is still a form of release rather than an extension of the work day. And proving oneself is far more valuable than making an extra buck.

"The Six Days is very personal," Carl wrote, "I do it to prove myself to myself. A price can't be put on a Gold Medal -- it's so special, as far as personal experience is concerned, that it's priceless."

The twenty-seven year old veteran of four ISDTs (all Gold Medal rides) and his most favorite person in the whole world Nancy Ellis enjoy life in the foothills of Sierra Nevada. Carl lists fishing, swimming, canoeing and being a woodsman among his non-cycling interests.

Penton Imports, naturally, gets the big thank you. "John Penton and Larry Maiers were responsible for Six Days becoming a reality to me," he adds.

"The Two-Day series was very uneventful this year. No problems -- five starts, five Golds, five class wins!" Let's all wish for Carl's ISDT to be equally, as he puts it, "uneventful."

Don Cutler -- Putnam, Conn.

"Two broken bones, three stainless steel screws and one very large cast," the machinist from Connecticut, Don Cutler answered when asked if there any problems that might keep him from making it to Six Days. Don, at forty years of age, would have been the oldest member of the 1976. U.S. forty man contingent (including alternates), a distinction that now goes to Charlie Bethards.

A veteran of six ISDTs, Don tips his thank-you hat to, "Marcia McDonald, for pushing (me -- not the machine) and to the people at Penton for help with my machine and transporting it."

With three Silver Medals, one Bronze and two DNFs to his Six Days record, Don's not being able to give that elusive Gold Medal another a good hard chase in the 1976 Austrian event is no doubt one of his greatest disappointments. When we asked why Don Cutler invests all the time and money necessary to pursue that piece of metal, his reply was simply, "Try it once. It's habit forming."

Gary Edmond -- Canterbury, Conn.

"I've never been able to decide why I have made this sport my way of life. It makes times hard on my family. I've just decided that this is what I want to do, and I want to do it to the utmost."

Gary Edmond's words seemed to sum up the feelings of many ISDT riders. A husband and father, the twenty-seven year old parts manager and salesman at Middletown Kawasaki continued, "I have no interests other than riding. With my work, riding and family, I don't have time to do anything else." That statement also has a familiar ring to it.

"I would like to thank Marty Ray of Rokon for all his help. My being new to the bike, it took a great deal of coaching." Gary said, then added Preston Petty's name to his thank-you list for his support in the two Oregon qualifiers, "Without those two Gold Medals I would not have qualified."

"The only thing that could keep me from going to Austria would be sickness in the family," Gary said in conclusion, "Or lack of money."



John Fero -- Whittier, Ca.

"When a person in my position who doesn't have a lot of money to spend on the ISDT qualifiers, and who has been dreaming of doing it for five years, suddenly meets some people who want to help and support him, just saying thank you doesn't seem like it's enough."

John Fero, one of the three Yamaha riders who will represent the U.S. in Austria this year was speaking. A new employee at Yamaha International in Buena Park, California, the twenty-nine year old father of four was recalling the folks back home in Nebraska who'd helped when he'd needed it most.

"You live and breathe for Six Days and that motorcycle, and the only reward you get is the self-satisfaction of trying your best. You don't ride that motorcycle as an individual; there are many, many people riding with you mentally. Doing my best is the way I'd like to thank all those people." In addition to the Nebraskans, John also thanks Bill Stewart of Yamaha, and of course, Yamaha International for making it all happen for him.

Frank Gallo -- Lisbon, Oh.

"There's nothing like it in all the world -- not money, or anything else can compare with the thrill of winning a Gold Medal," Frank Gallo summed it up. "It's a thrill to look back after all the work and sweat when you've come out a winner."

The nineteen year old former Husky rider started riding a 400 Penton in January after "receiving no encouragement" from Husqvarna. Support from the Penton crew helped Frank make it through the Two-Day series, and he particularly thanks John Penton and General Manager Larry Maiers for letting him travel with the team.

Stocky Frank ("Being a physically big boy, I've always raced in the Open class.") cuts a mean swath through the eastern woodlands using technique that he seems to have learned in high school football. Sports, including football, basketball, baseball and track, are his main non-cycling activities.

Frank has won Gold Medals in the Two-Day Trial Championship Series; now he's after the big one -- an ISDT

Bill Geier -- Metuchen, N.Y.

"The only reason I'm spending all this time and money on riding ISDT is because I really enjoy it. If I wasn't spending my time on motorcycles, I'd probably be watching TV. I just like the motorcycle atmosphere. How much is a medal worth? I'll let you know as soon as I win it in Austria."

Words spoken with a ring of confidence came from eighteen year old Billy Geier as he looked forward to his first ISDT.

The Two Day series hadn't treated

him badly, except for one bad day at Bad Rock. "First, my shifter came off and ruined the splines," Billy explained. "It took me ten minutes to get going, then I hit a rock and wrapped the chain around the countershaft sprocket. I didn't think I could fix it, but managed to (somehow). Then to top it all off, I fell off a small cliff! It took three spectators and me to drag the bike back up the cliff. And I came into the check exactly on my minute! I was astonished!"

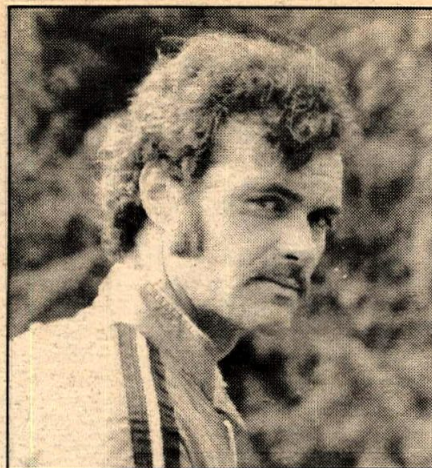
Helping the unemployed, single ("I'm not married. I'm not even close!") rider through the series was his father Bill who "rides for fun, but he doesn't usually make it to the second day in a qualifier." George Herstek also accompanies Billy to help him and another friend support-wise.

Jeff Gerber -- Amherst, Oh.

"A Gold Medal this year is extremely important to me. I must make up for last year on the Isle of Man," Penton Imports' nineteen year old Assistant Service Manager Jeff Gerber said expressing his determination to do well in Austria. His first attempt at ISDT competition ended on the first day when, riding on a narrow paved road, a car stopped in front of him. Jeff got sideways avoiding the collision but his bike went into the other lane and an oncoming cement lorry dragged it down the roadway. He wasn't seriously injured, but the bike was totalled out.

Jeff's main supporters in the Two-Day series, "both financially and morally," were his parents. He travelled with the Penton entourage and received their pit crew's much welcomed assistance.

When not woods riding his Penton, "Goobar" enjoys swimming.



Mike Hannon -- Silverado, Ca.

Six Days success depends to a great extent on a rider's absolute refusal to quit under sometimes incredibly difficult conditions. Mike Hannon demonstrated his ability to succeed under such conditions in the Two Days in Alabama qualifier when he completed the run, riding with a broken foot, and still scored second in the 250cc class.

The twenty-nine year old Technical Promotion Representative for Bultaco International is married to a pretty lady named Theresa who "has helped me a great deal at all the events." She's active in sports and is a pre-med student.

Those who have helped make it possible for Mike to ride in this year's ISDT include Kurt Kieffer (Bel-Ray Oil), Frank Lovell (Inter-Am bike supplies) Knobby Shop Int., Preston Petty Products, George and Doug at G&D Services and, last but certainly not least, all the people at Bultaco International.

Why does he do it? "Because I want to."

What rewards will it bring? "None."

How much is a medal worth? "A lot."

Mike Hannon offers no explanations or excuses for doing what he believes in -- he just does it -- and odds are that his straightforwardness will earn him, and the U.S. World Trophy Team, a top placing in Austria.

Harry Heilemann -- East Quogue

As third alternate in the original team selection list, eighteen year old Harry Heilemann's chances of going to Austria appeared slim at best. Then things started happening. The AMA applied for, and was granted, two more positions on the team, and Don Cutler was injured and dropped off the team.

"All this just happened too fast. I learned Saturday that the two extra slots had been granted, then later on in the day I heard about Don's misfortune. I'm really sorry about Don's accident. Sunday I raced in Rhode Island, then came home to Long Island. On Monday, the phone started ringing, and on Tuesday at 4:30 a.m. I was on my way to Lorain, Ohio. I'd been told that I only had until Thursday to set up the bike, but fortunately got a few more days -- all I did was play mechanic for five days at 15-16 hours a day until the bike was done."

"As for the people I'd like to thank, I can't begin to name them all for fear that I'll miss one -- there have been so many who have helped out in so many ways. I can only say thanks to everyone who has helped me this year."

"All the time and money I've spent has been to fulfill a goal in life of earning a Gold Medal in Six Days," he concluded.

OSSA

Since 1968 the American/OSSA team has symbolized the best in spirit and competition. Again this year, the OSSA dealers and riders extend their best wishes and salute the riders who carry the American/OSSA colors in the 1976 I.S.D.T.

* Earl Law * Dave Hulse * Ron LeMastus

ISDT 76

Jeff Hill -- Macon, Ga.

"I had a pretty bad street riding wreck just a little over a year ago," twenty-one year old Jeff Hill responded to the questionnaire, "and it left my arm and leg in casts for three and a half months. I was ready to leave for Ft. Hood on the day of the accident. I enjoy trials riding and I wanted to ride all the events I could and try to do well. Well, the wreck only intensified that goal."

"Trials is a game of experience, he continued, "and I expect to do better as time goes on." Jeff's job isn't made any easier by the fact that he's trying to mix full time school (he's a pharmacy intern) with an all-out effort to become a top world caliber trials rider. Supported by his father, as he puts it, "both financially and spiritually," and by the Penton crew who "spent many hours at the thankless gas stops," he'll continue that WFO chase for the elusive ISDT Gold Medal at his first ISDT in Austria.

Jim Hollander -- Hamden, Conn.

Twenty-five year old Jim Hollander compares his position to Billy Uhl's 1975 situation.

"But, unlike Bill, I will go on to the Six Days," he adds.

The self-employed (Connecticut Motorcycle Supply) rider says his most enlightening experience during the Two-Day series came upon winning his first overall in Michigan when he asked Rokon about getting some support. He'd been covering his own expenses following a recent cut-back in rider support.

"Do you think that just because you won a qualifier overall, that entitles you to factory support?" was his answer.

"Rokon followed that rather cruel statement several weeks later by notifying their three qualified riders that they could not afford to send them to Six Days," Hollander said, "Despite my being chosen for the U.S. World Trophy Team, Rokon was asking me to pay for shipping their motorcycle over as well as my own expenses."

Jim expressed his sincere thanks to Al Eames, the AMA, the organizers of the Two-Day Trials and the entire team of U.S. riders.

"Their dedication... has given me the strength to pull the loose ends together and go to Austria still proud to be riding for the United States."

David Hulse -- Ft. Edward, N.Y.

"I would like to bring home a Gold Medal for the U.S. and for myself to prove that we're just as good as anyone else," David Hulse stated. The thirty-two year old service manager at a Honda car dealership will be competing in this, his second ISDT, with help from Ossa. Last year David was the only U.S. rider to be on a Montesa, apparently with limited support, but he maintained a Silver Medal for two days before carburetor problems dropped him to Bronze.

His wife Gail "was my pit crew for the past two years, and she never missed a gas stop -- that was my best support." The Hulses have a four year old son, Todd, who joins them in their travels. ("Traveling with my family" was listed as one of David's favorite pastimes.)

"I had very little trouble this year, thank God, but I had a good bike which helped," David said of his following the Two-Day series. "Ossa did a great deal for me as did Al Eames and John Taylor."

Eric Jensen -- Los Angeles, Ca.

To twenty-seven year old motorcycle shop owner Eric Jensen, the rewards of riding in ISDT competition include, "the satisfaction of having completed six days of one of the world's most grueling contests against the best international competitors. The ISDT still falls into the category of individualism and doing something that

everyone else can't earn the honor of doing. It's also fun!"

Eric's motorcycling accomplishments read like a sponsor's fondest dreams. He's won such heavy duty desert events as the Baja 500 and 1000, the Mint 400 and the Parker 400 co-riding with other top line riders like Carl Cranke and Steve Hurd.

His ISDT record started out strong when he was chosen to ride on Kawasaki's U.S. team in 1973 but ended only two days into the event when his bike failed, as did all the other Team Kaws, with mechanical problems. 1974 provided Eric's first "up" ISDT performance when he scored a Silver and in doing so, became the first American ever to win the final motocross speed test. He missed his Gold by only ten points. Last year, in miserable wet and muddy conditions,

the desert rider still hung on to his Bronze.

Ron Lamastus -- Morgantown, Ind.

Greenwood Hodaka Sales owner Ron Lamastus is twenty-eight years old, married and has two children, Toni and Chad.

"Chad," he recalls, "was born on the day I left for the 1974 ISDT. My wife not only tolerates my racing and neglect of things at home; she's a super pit crew!"

Ron expressed gratitude to Ossa's John Taylor who, he says, made this year possible by his support from the 1975 ISDT and throughout the 1976 Two-Day series. Ron apparently made it worth Ossa's while by scoring seven Golds in seven events.

Lamastus' praise extends on to the

machine itself, "The team, four riders, rode a total of twenty-five two day races -- approximately 10,000 miles -- with NO DNFs -- fantastic!"

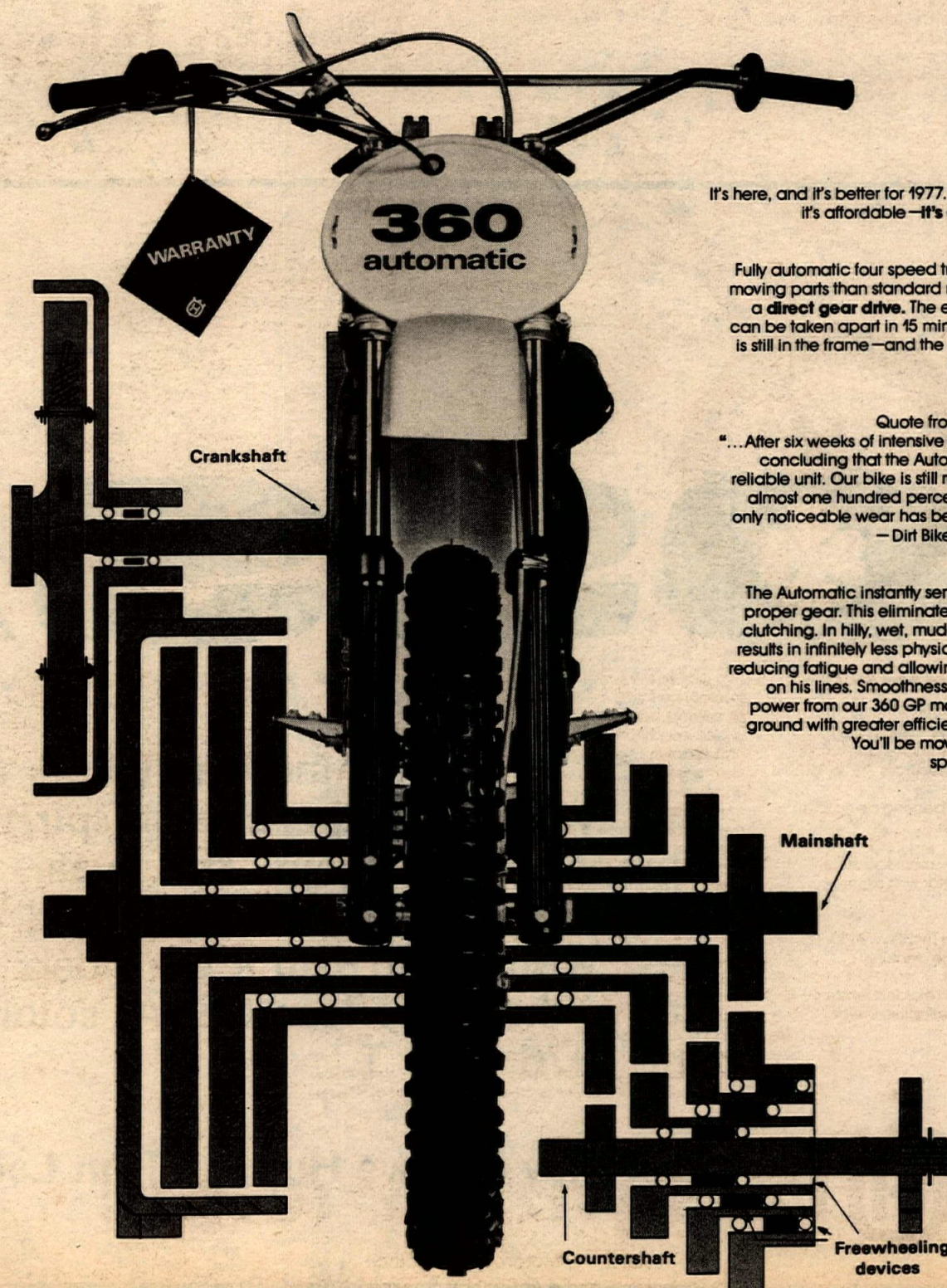
Why does he ride trials?

"I mostly enjoy being with people, especially the super types you find connected with our sport." He listed Don Cutler who, sadly, has been kept from the 1976 ISDT due to injury, as "the ultimate example of a super person/racer." Plus, he added almost as an afterthought, "I love a challenge!" And Six Days is indeed that.

Lars Larsson -- El Cajon, Cal.

Vice President of Torsten Hallman Racing, thirty-five year old Lars Larsson has one wife, Sandy, and two kids ("One of each," he says), Kimberly and Lars-Erik.

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Among the people Lars wants to thank are Carl and Nancy Cranke. "They always help me out when I call in the middle of the night asking stupid questions about my bike. Also the Penton kids -- they always help me out, hauling my bike cross country, fixing me up at the gas stops, etc. If it wasn't for these guys, I'd be totally lost."

When we asked if there was any reason that he might not make it to Austria, the answer, typically Lars, was, "No, I am ready. Two years ago little Lars-Erik was born when I was supposed to leave for Italy, but this year I've been a good boy."

If Lars sounds like a comical guy, it's because he is, but don't mistake his jokes for lack of sincerity. He puts 100 percent effort into Six Days because, "I believe it has to do with personal recognition, whatever you do. Also, I

think the most honorable thing for any sportsman must be to be picked to represent your country." He's scored four Golds in seven attempts. This year will probably make it five for eight.

Earl Law -- Chepachet, R.I.,

Helping pit for Ossa's U.S. Silver Vase team in the 1975 ISDT gave eighteen year old Earl Law a close, up-front view of what Six Days is all about. This year, now that he's old enough, Earl qualified with six Gold and one Bronze Medals in the Two-Day series and will try to put some of that knowledge to personal use.

Working at the family saw mill no doubt helps the young rider in shape for woods riding. He started racing in 1972 in Marcia MacDonald's Junior Enduro plan in New England, a background that put him in the top ten in class at every qualifier.

He'll join ISDT veterans David Hulse and Ron Lamastus on the Yankee/Ossa manufacturer's team with the knowledgeable guidance of team manager Charlie Vincent.

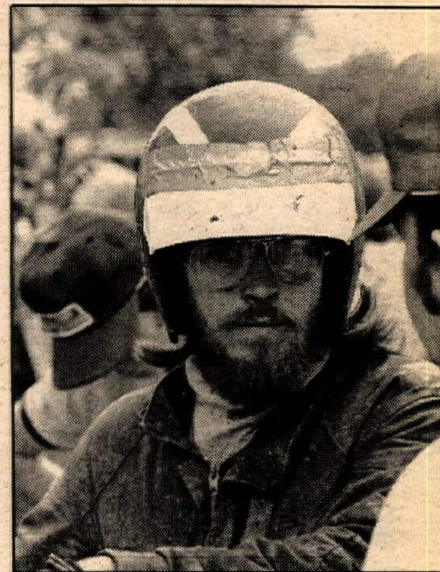
Kevin Lovoie -- Chepachet, R.I.

"There's just something about the ISDT that grabs you and doesn't let go -- once you've done it, you can't stop. I did it the first time because it was a challenge; I wanted to see if I could do it. Now I'm hooked!" nineteen year old Kevin Lavoie was trying to put it all into words, the mystique of riding Six Days. "A medal in dollars and cents isn't worth very much, but to a person who's earned one it's worth everything."

Don Cutler has been of tremendous assistance to Kevin, offering the wisdom

of his experience in bike preparation and, as Lavoie puts it, "making up trick little things that add up to a better Six Days bike." (Don, in his questionnaire, listed his hobby as "making gadgets that don't work very well." a point that Kevin obviously doesn't agree with.) Penton Imports, and their always-on-the-ball support crew, also get a big thank you from Kevin. "Without all of those people, none of us would even be going over (to Austria)."

Kevin, who works tending bar and doing odds and ends around his parents' restaurant in Chepachet, added, "I also appreciate my mom and dad bearing with this whole thing and giving me all the time off I need to do this Six Days thing, which probably adds up to pretty close to six months out of the year."



Dane Leimbach -- Vermilion, Oh.

"I'm tired of hearing about the Big Three as being the Czechs, the West Germans and the East Germans. I want the U.S. to be a recognized and genuine threat in world class trials," Penton Imports' twenty-four year old R&D man Dane Leimbach summarized his views towards Six Days competition. "I've earned five Six Days medals, and I can appreciate every one. But my goals are past the individual medal. I want to assist the team in winning the Silver Vase trophy, and of course, I would like to win my class most of all."

Dane describes himself as a "farm boy at heart." He has two brothers (both ride), and his parents farm for a living and substitute teach in the winter. His mother writes, and has composed two books viewing life through the eyes of an educated farm wife.

Dane expressed his thanks to all the promoters of the Two-Day Qualifying Series and "to Penton Imports (especially!!!!)."

During the qualifying series, he experienced only two notable downfalls, one in New Jersey where "after an inactive winter, I burned a check by a minute; ended up third in class." The other, in Michigan, was more serious. "I crashed twenty-eight miles from the end, losing a class win and a Gold Medal," Dane described it, then added almost as an afterthought, "Got nine stitches in my face."

Is there anything that might keep him from making it to Austria?

"Hell or high water," answered the holder of four Gold and one Bronze ISDT Medals.

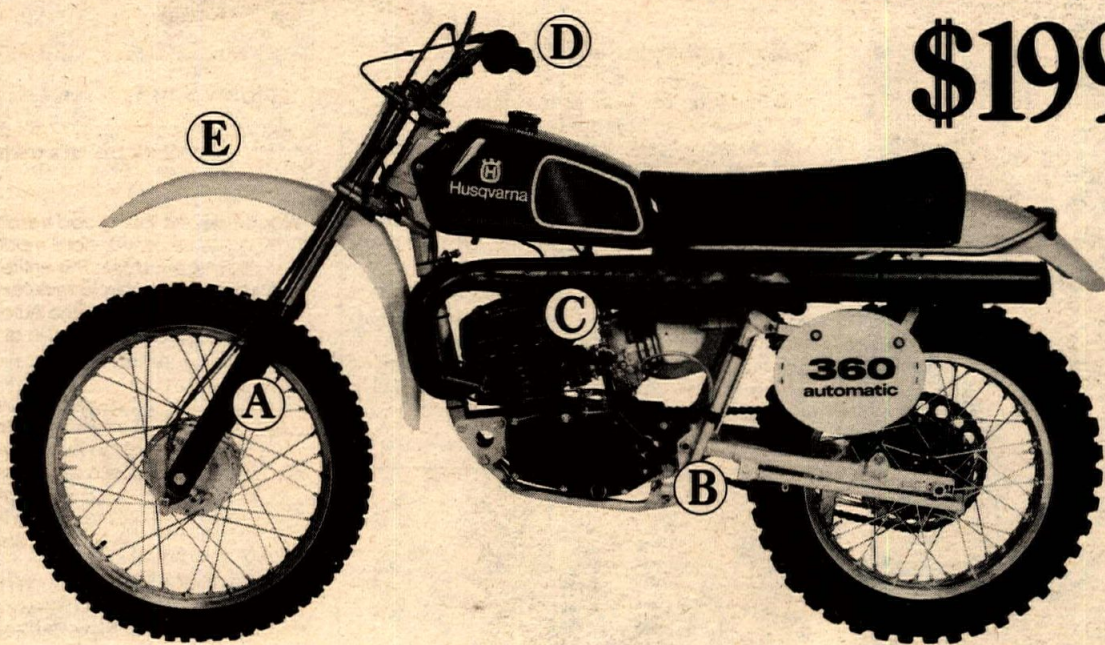
Ken Maahs -- McMinnville, Or.

A victim of last year's "Crazy Monday" on the Isle of Man, Husky rider Ken Maahs was taken out of contention in a Day One crash. The fall rebroke a previously injured ankle ending Maahs' bid for a medal in his third ISDT. His Six Days record shows one Bronze and two DNFs.

Ken's riding in heavy company this year, sharing a three man Highland Cycle Riders club team with Malcolm Smith and Dick Burleson.

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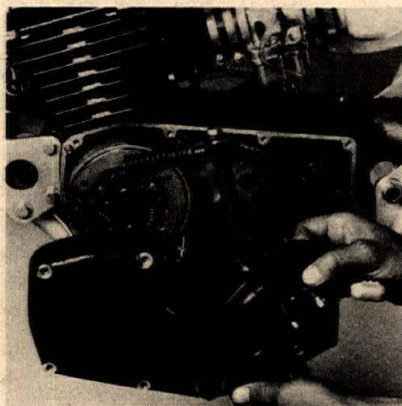
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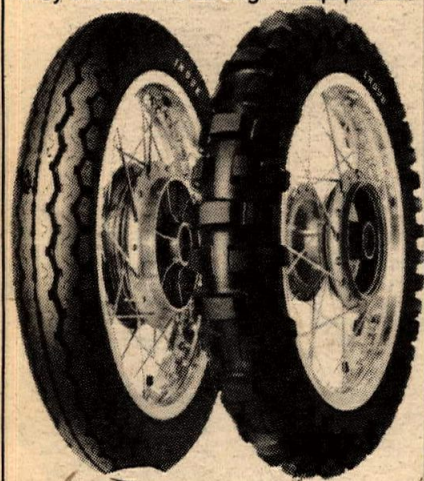




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ISDT 76

Jack Penton -- Lorain, Oh.

"It is part of my job," twenty-two year old Jack Penton admitted, "but riding the ISDT wouldn't be worth it for a job." Jack was verbalizing what has become one of the most obvious points we discovered during our interviews with Six Days riders -- that you couldn't pay someone to go through all the mud, sweat and tears involved -- it takes enormous personal drive, an inner strength, to give a man the stamina to perform well under such adverse conditions.

Jack's married to a foxy lady called Gigi, and like brother Tom, he works at the family business otherwise known as Penton Imports.

"Ol' Pop, the managers and all the people who helped out at the qualifiers," Jack replied to the who-helped-you question. And a special thanks to Larry Maiers who, although he's not team manager this year, did a lot to get us there." There were many others, too, who deserve mention but they were too numerous to list for fear of missing some.

"The scheduling of this year's Two-Day series was excellent, and they were a lot more professional," he added, giving a tip of the hat to Al Eames and the promoting clubs. While Jack doesn't have much time for anything outside of motorcycling, he enjoys the travel that is part of following the series and likes to sightsee everywhere he goes.

"I'd like to be a world class competitor," Jack said in conclusion, "I'd like to beat the best in the world." He did just that to all but the top six at last year's Isle of Man event.



Tom Penton -- Amherst, Oh.

"I'd like to definitely let 'em know I was there," twenty-six year old Tom Penton replied when asked about his ISDT goals. "A medal doesn't really mean much at all," the winner of four six days Gold Medals continued, "To me, the ISDT means a chance to compete with the best in the world."

To the Pentons and those closely involved with their history of pursuing the Six Days, this year marks a change of tactics. Instead of going for the World Trophy, the top award at the ISDT won by the best six-man team (limit: one per country), this year they're aiming for a Silver Vase win. Silver Vase competition involves four-man teams -- again, only one per country -- and the Pentons believe that they have an excellent chance of bringing it back to the U.S.

In addition to woods riding and winning a lot, Tom also enjoys bicycling and street riding on his 400 Honda. He's the comparatively quiet, serious member of the Penton clan, and he seems to put 100 percent into everything he does.

Tom extends his thanks to a large number of individuals, particularly

friends and parents of other Penton riders, who helped out during the Two-Day series at the gas stops.

Tom, although he's surely tired of hearing about it, was the hard luck member of last year's U.S. World Trophy team who was forced out on the first day when his machine caught fire. As serious and conscientious as Tom Penton is, he's made doubly sure that there's no chance of repeating that misfortune. He'll do well this time.

Mike Rosso -- McKeesport, Pa.

Of Hercules' three manufacturer's team riders, twenty-six year old Mike Rosso is the rookie. Joining Billy Uhl and Drew Smith, both of whom have ridden in ISDT competition before, Mike will have his first try at the world's longest motorcycle race this year in Austria.

What makes him want to make the commitment to this super demanding event? "I like to ride motorcycles," Mike stated with his ever-present grin, "and if six days of riding doesn't satisfy that urge, there's nothing left!"

During the week, Mike works as a quality control technician for Continental Can Company near his McKeesport, Pennsylvania home.

At the top of his thank-you list is Mr. Dengel and everyone at Rotary Cycles of USA, distributors of the Hercules motorcycles. Special thanks go out to Hercules team manager Buzz McQueen and to Pensacola Florida's Rick Grant who "put in a good word for me." And like all the others, Mike recognizes all the support his family gave -- "They did too many things to mention."

Stan Rubottom -- Esther, Mo.

Taken out of last year's Isle of Man ISDT by an unfortunate third day crash which tore the ligaments in his left knee, Missouri's Stan Rubottom is back for another shot at a Six Days medal. He's switched bikes, from Husky to Yamaha, and with a little luck will make it this time.

Stan joins Penton riders Billy Geier and Eric Jensen on the Crotona Motorcycle Club team. Rubottom and Jensen, originally selected as first and second alternates, made the team when the AMA was able to procure two extra slots for American riders.



Drew Smith -- Stanhope, N.J.

"The reason I spend so much time on Six Days is because it's the most total kind of racing there is -- you have to be both a mechanic and a rider. You have to be a total technician on preparation as well as on riding," nineteen year old Andrew "Drew" Smith replied. Employed as a mechanic at North Jersey Cycle, Drew was explaining his views toward trials medals.

"The medal isn't the only important

thing to me. Winning my class is what I think about. I don't just try to maintain a Gold; I try to win."

A recent high school graduate ("... despite the fact that I spent more time cutting classes and being away at qualifiers."), Drew lists among his outside interests, admiring the ladies and shooting pool.

"I have to be most thankful to Mr. Dengel at Rotary Cycles of USA. If he hadn't helped me with a bike, I don't know how I could have afforded riding the qualifiers."

Drew finished his first ISDT last year on the Isle of Man with a Bronze Medal; he'll be looking for a Gold in Austria.



Malcolm Smith -- Riverside, CA.

What can you say about Malcolm Smith? Mr. Six Days of the U.S., thanks to his On Any Sunday movie appearance and the fact that he seems to have more Gold Medals than anyone else in the country, has done a lot to increase American awareness to the ISDT. Dave Mungenast may have attended more ISDTs, Jackie Penton may have chalked up a better individual showing, and Steve McQueen may be more popular among American ladies, but Malcolm Smith somehow personifies the U.S. Six Days competitor. Always cool and impressively capable at all aspects of the job, the man with the ear-to-ear grin has earned a total of eight Six Days medals, seven of them Gold.

This year he, Dick Burleson and Ken Maahs make up the Highland Cycle Riders club team with a total of sixteen years ISDT experience among them. Half of it's Malcolm's.

Jim Simmons -- Esther, Mo.

Apparently not feeling too let down by the Rokon factory's withdrawal of support (riders were furnished bikes and parts, no expenses), Jim Simmons, thirty-three year old carpet installer for Brown Carpet Co. offers special thanks to Marty Ray, Rokon's head wrench and to Rokon, Inc.

Still, he needed some help and found it with Husqvarna through his friend Ed Schmidt. "Ed came over and helped me build the new bike," Jim added.

He places the value of an ISDT medal at "about six grand in loss of work" and emphasizes that's really only the price of a chance to score in the big race. It's definitely not like buying it or investing the money in a sure thing. But, on the positive side, going to Austria also means "a European vacation for my wife and me."

Like many other Two-Day contestants, he also is thankful for having an understanding boss who lets him take time off from work, then still has a job waiting for him when he returns from the numerous trips.

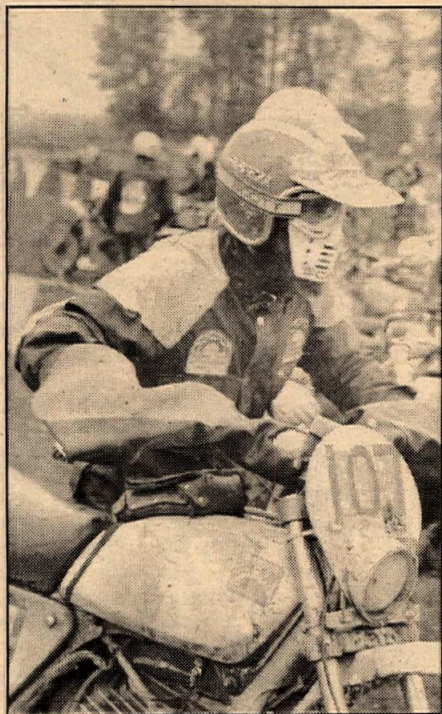
Larry Thompson -- Los Altos, Ca.

On December 25, 1975, seventeen year old Larry Thompson received his sponsorship for the 1976 ISDT. A certificate signed by the Claus family (Mrs. "Tiger" and Mr. "Splash" Claus) appeared under the Christmas tree with his name at the top.

It wasn't, however, a free gift. There were certain conditions, five to be exact, that had to be met. Larry had to maintain grades of "B" or better; he had to graduate; he had to qualify in the Two-Day series; he had to be able to change a tire in four minutes; and lastly, he had to empty the trash compactor regularly for Mom. Larry's dad, Ken Thompson, is very proud to announce that Larry qualified in all cases.

Fellow KTM rider Lars Larsson says of Larry, "You have to be impressed; the kid never makes any mistakes on the trail." That quote came after he'd passed Larry who was on the side of the trail with his rear wheel off changing a flat. Three minutes later, Larry repassed Lars. At the next check he did another tire change with twelve minutes to spare!

"Larry says that his drive toward Six Days is to get that USA helmet," his father wrote, "but it's obvious after trying to stay with him that he just loves cross country riding!"



Billy Uhl -- Boise, Id.

One Two-Day that will always remain prominent in Billy Uhl's memory is the 1976 Two Days in Alabama meet where he accomplished a "mission impossible" feat with all the tension and drama of any episode of the TV show. At the end of day one, it became obvious that his bike, a 175cc Hercules, needed a top end rebuild if it was to finish the second day. Billy actually replaced the entire cylinder/piston assembly during the fifteen minute maintenance period on the morning of the second day -- in fact, it took him only 13 1/2 minutes to do it. He went on to finish second in class in Alabama much to the delight of his disbelieving audience.

Twenty-five year old Billy is married to a pretty girl he calls Deb, and they have a two year old son, Brecken. They reside in Boise where he, his brother Mike and father Herb run a bike shop that's been there for twenty-two years. His spare time pastimes include backpacking, cross country skiing, identifying and collecting herbs and an interest in antiques.

Preston Petty, who helped Billy get to Six Days in England in 1969 and who has helped sponsor him in the qualifiers ever since, headed Uhl's thank-you list. Ted Lapadakis, Jack Krizman, Herb Uhl and Punch Deyo all helped him to his first ISDT.

For Billy Uhl, the answer to why he invests all the necessary time and money

to ride trials is simple. He likes to ride motorcycles, and he views the tough European riders as a challenge which he must meet.

Dennis Vandecar -- Okemos, Mich.

"I think that the ISDT is the ultimate event for a dirt rider. To qualify is an honor; to finish is a big achievement; and to win a Gold -- that's what it's all about for the individual!"

The "Bicycle peddler from Lansing" Dennis Vandecar has been in the bicycle business for fourteen years and presently owns two stores. He's married, also for fourteen years, to Diane, and they have two youngsters, David who's twelve and eight year old Jon. Although the thirty-six year old Penton rider has been riding motorcycles since the age of seven, it wasn't until the last three years that he "really got serious."

People who have been extremely helpful to him are Larry Maier, Jack and Tom Penton and Dane Leimbach, all from Penton Imports. They, along with all the Penton support people, were "always ready to give lots of valuable information and help." Plus, Denny concludes, "None of it would have been possible without my wife's understanding and support throughout the whole season."

Ricky Weathersbee -- Sumter, S.C.

A machinist and part time student at the University of South Carolina, twenty-three year old Ricky Weathersbee spent the Two-Day series traveling with fellow southeastern rider Jeff Hill and Hill's parents.

"I would especially like to thank Mr. and Mrs. Bob Hill who were a very big help. . . they treated me as one of the family, and I spent many days and nights at their home and using their workshop preparing my bike between events," Ricky stated in his reply. Also on the Weathersbee thank-you list are Ray McCoy, owner of Ray's Suzuki Cycle Center for support with the bike and parts, Roger Brown, Foothills Honda and, of course, the Penton Imports gang.

Outside of motorcycling, Ricky is involved with tennis, basketball and water skiing. He's also Master Mason of Claremont Lodge No. 64.

His only problems with the Two-Day series outside of a ten-stitch chin wound in a Ft. Hood crash, were mechanical and dropped him from Gold to Silver on two occasions.

Gary Younkens -- Hubbard, Oh.

Gary Younkens, a twenty year old self employed stone mason, rode his first ISDT last year on the Isle of Man and earned a Gold Medal. In this year's event, the capable Ohioan is part of the United States' first "mixed" World Trophy Team, Gary will ride one of two Pentons on the six man (on five different motorcycle brands) team.

Gary's pursuit of qualifying points in the Two-Day series was made more complex, not by any riding problems, but by having to take over the family business when his dad broke his ankle and ribs in an accident. It made his job of getting to the qualifiers a lot rougher.

"I ride for fun and fulfillment whether it's just local races or big ones," Gary says of his reason for being involved in the high cost, non-professional sport. He continued, "It's the greatest feeling when you win. A lot of times I appreciate a trophy more than money because if you want to remember a special race, you have a trophy to look at; with money you can't. If they started giving money, I'm sure it would turn into a dog-eat-dog sport. Then I wouldn't be racing for fun and fulfillment."

Like many other riders, Gary owes his main thank you to the people at Penton Imports.

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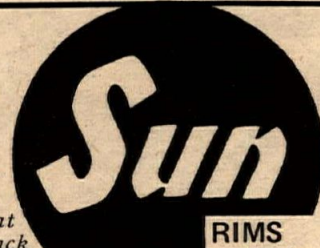
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One picture tells a story, three must make a novel. (Above) Marty Moates. (Below left) John Smith. (Right) Bobby Jones let it rip at CMC Carlsbad.



"Labor Day Grand Prix"

By The Tube

CORONA, CAL., SEPT. 6

The Brekers stole the show at the R.A.C.E. Labor Day Grand Prix. Goat won the 250 Expert race, and Bryan led the 500 Expert race until mechanical problems set him back to second. Together they easily won the team race on Goat's Kawasaki.

The course, much longer this time, provided racers with any type of riding they preferred. Motocross riders favored the tight sections, and desert riders the "WFO" sections.

Greg Done took off in the lead of the combined 500 race but had to surrender to Bryan Breker when he encountered mechanical problems. Then it was

MIKE YADA PHOTOS

Bryan's turn for problems, and he relinquished the lead to Craig Adams. Craig, riding a KTM for Competition Cycles, held on to the checkered. Bryan worked his way back to within striking distance, but time ran out on his charge. Tom Taylor was first Intermediate and Guy Campbell first Novice.

The second race featured "very virile Vets" Dennis Rosenberg and Don Curtis swapping the lead back and forth through the entire race. Curtis took the win by holding off Rosenberg on the last lap. First Novice was Dan Delehant.

Marty Miller outdistanced the rest of the field in the 125 race on John Gless' 100 Honda. He was first 125 Expert and first overall in this the third race. Eric Coffin was first Intermediate, and Henry Villoch first Novice.

Goat Breker held off Larry Bird and Wayne Martin to win the 250 Expert class. Jim Garton was first Intermediate. Rusty Clarke was first 250 Novice on a 175 Ossa.

Bobby Hart, on that super fast Miller Mano YZ80, held off everyone for a couple of laps, until John Gless got by on his new 100 Suzuki. John took the win in the 100 Expert class and Bobby, who was second overall, the win in the Mini Expert class. Bart Onasch was first 100 Novice. Louise White, riding a KTM, was able to hold off Jill McIlrath on her Honda for the win in the Girl's division. Jeff Sweet, back after a year's absence with a broken leg, was the winner in the 100 Beginner class.

The Brekers did it to everyone in the team race, winning with over three minutes to spare on Goat's 250 Kawasaki. Due to the large turnout of team entries, the rest of the results have not been computed as yet. The team race was 95 minutes long and amazing as it may be, over 90% of the teams finished. ●

Anything goes at Elsinore TT

By Andi Gangewer

ELSINORE, CAL., AUG. 28

A lot was happening Saturday night at Elsinore. We had everything from soup to nuts, but with 116 riders, what can you expect?

A big Van club, "Have Van's Will Travel", was out and eight brave souls got together to form a Van Club race. Everyone had a good time, and Greg Heistand, a regular at the track, showed his buddies how it's done. Greg went on to take wins in the final two motos and after the last race of the evening both Greg Heistand and Jim Wilson were present to pick up their trophies.

There were also four three wheelers that got together for a crazy class. Gary Dhenin chalked up two wins and a third, which earned him enough points for the trophy. John DeCuis was the number two man.

The Open Experts really had themselves a time. Gary Smith, Rex Hailey, and Vince Landry were practically the whole race. Moto one Rex shot out front to the head of the class. Gary chased Hailey's 500 Yamaha with one of his own but Vince Landry was on Smith's back the whole race giving Gary no relief. They finished in that order, way ahead of the other riders. The second moto was a replay of the first except for the last two positions. Rex got a terrible start in moto three, giving Gary the edge he needed to take control. Gary opened up a big lead right off the bat but Rex began to creep closer. The checkered fell before Hailey could get a run at Smith, but Rex had earned enough points to get the win. Smith was second, and Vince was third overall.

The Cannon brothers again both pulled off wins in the Mini Amateur/Expert and Mini Beginner/Novice classes. Curtis, the Novice, won his race by holding down

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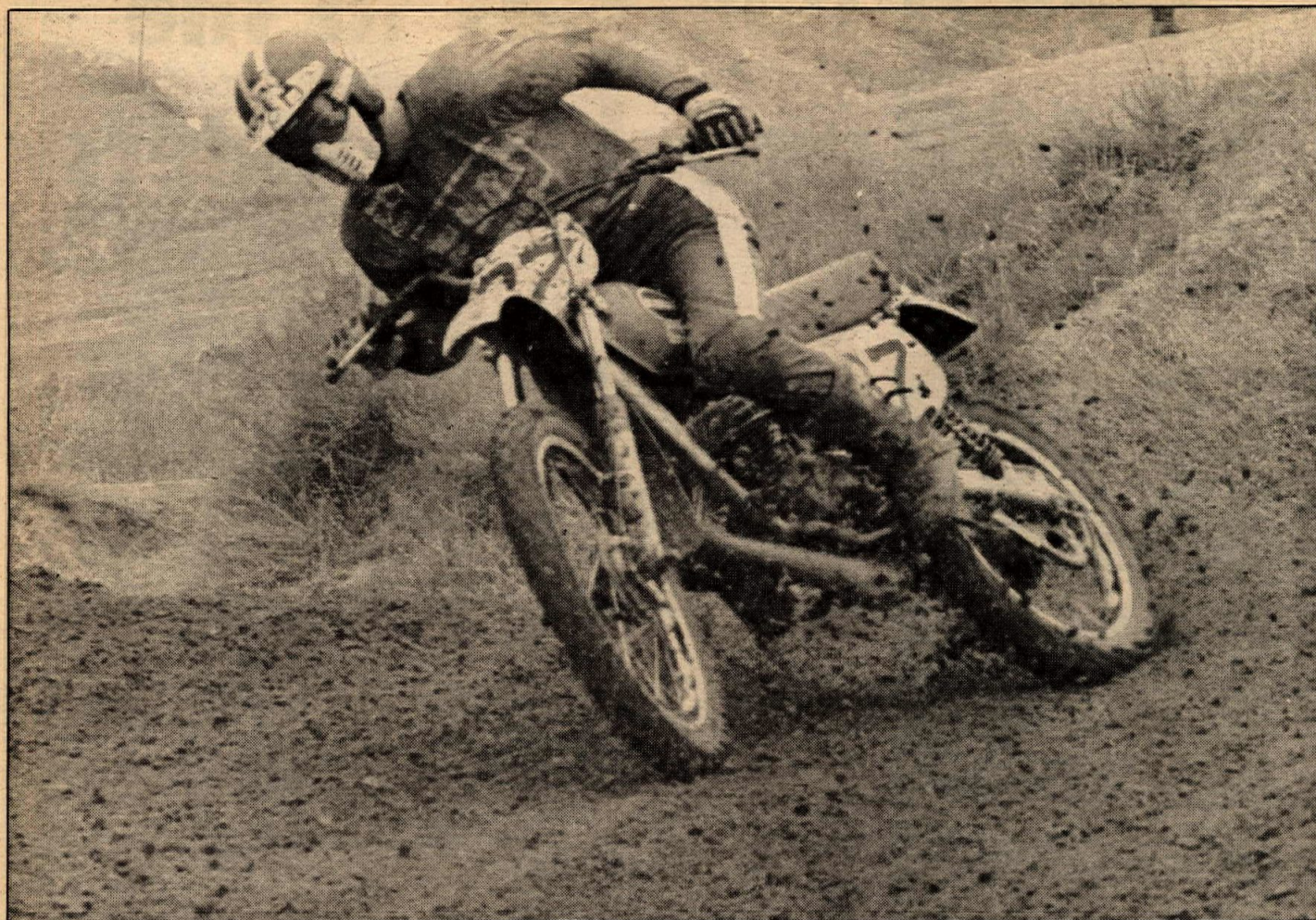
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three seconds. Each moto a new rider took the win. Rod Rainey was the victor in the first race, Scott Zastrow was the second moto winner, and Jim Livingston took the final race. But Cannon's three seconds took the trophy, Rainey placed second and Scott Zastrow finished third overall.

Older brother Chris had a similar situation, but he won the first and third races. Darren Hulbert, a real up and coming star, broke Chris' winning streak the second time out. At the trophy presentation the two mini bikers, Chris and Amateur Darren, received trophies for their fine efforts.

Results in Results Section.

FMF/Reid fly high

By Patti Trotter

ORANGE, CAL., SEPT. 5

Team letters have to be the in thing for today's racing teams. Just look around the track and check out the jerseys. Not too many say anything, just letters. Some week we may see Team Alpha-Bits, to go along with Team Banana.

Team T&M's Radical Ron Turner and Bruce McDougal were first off the line in the first one-two-five moto, with FMF's Warren Reid and DG's Gary Denton nailing down the three, four spots. As the two T&M riders were going into the turn at the scoring tower McDougal got around Turner, but Turner managed to maneuver his bike back into the lead. Warren Reid got up to second and Gary Denton third, relegating McDougal to fourth. Turner maintained and really started to open it up. Denton moved to second and finally out-powered Turner. Denton held the lead with fantastic control in spite of a broken right shock.

Between motos Reid was busy changing clutch plates and pressure springs. In the second moto Denton literally flew down the start hill with Reid, McDougal and Alan Smith giving chase. On the second lap Reid took the lead away from Denton who dropped back to third. Second, Bruce McDougal

started to put the squeeze on FMF's super star. Taking home the money were Reid, Denton, and McDougal.

For the last few weeks, the 250 Pro riders have been fast! As the first moto went off Nightengale Mfg.'s John Smith was on the gas for the lead, but he experienced a bit of trouble, and was passed by Jeff Vidic (Mai), Mike Bell (Hus), and Kevin "Viva" Rodgers (Mon). Vidic gassed it, but on the fourth lap retired from the race with mechanicals. Seems someone forgot to tighten the nut on the rear axle. With Vidic out, it was Bell, Ron Turner (T&M) and Smith. Smith got a fantastic holeshot and was far out in front for the entire race. Bell was really beginning to push for second and in the last moments of the race, came on with unbelievable speed to try and get under Turner for second. Smith, Turner and Bell got the payback.

Only 12 Open Pros showed up and Jeff Folan; (KTM), Jim Lowe (FMF 4-Stroke) and Gene Martin (Mai) were the big winners.

Results in Results Section.

Fairground MX fun

By Harold Tyndall

LANCASTER, CAL., SEPT. 1

Motocross the all American sport? Well not quite, but you would have thought so at the Antelope Valley Fair with the local queens giving the winners kisses and everybody standing for the National anthem. Bruce Howell Productions put on a fantastic race with a terrific well prepared track with good organization.

The racing in the 125 Pro class was a one man game as Terry Ducker (Yam) took almost a 20 second lead after dicing with upcoming Pro Rick Hulsixer (Yam). The second moto was simply a carbon copy of the first, with Terry taking home his share of the \$1000 purse. In 250 competition it was Craig Osborn (Bul) making it a no contest event, going one for one, taking home next week's gas money.

Results in Results Section.

Perkins gets it together

By Elaine Jones

CORONA, CAL., SEPT. 1

Danny Perkins sorted the bugs out of his 250cc Yamaha and hit for two, winning both the Short Track and Half Mile Expert classes. On the short track the Amateurs had to run with the Experts and Rob Selvy proved himself equal to anyone in the field as he hitched in behind Danny and held off Jack Smith. The half mile saw Dorothy Rowe give Danny a run for his money as she led for over half the race before he finally got around her to collect the win.

Rob Selvy kept the 250 Amateur Half Mile win in doubt until the last lap when he slipped by Greg Johnson. Chris Choisser, riding for the first time as an Amateur, was in for third. Mike De Bruyn graduated magna cum laude to the ranks of Amateur as he captured both the 250 Novice goes.

Kirk Johnson grand-slammed the Mini Division I Short Track on Bobby Garabedian and David Hulbert and proceeded to turn the 125cc Amateurs everywhere but loose as he ran away from Terry McCreery and Fred Conover on the short track and Terry and Tom Headley on the half mile.

David Nelson was the only other rider to hit for two as he won both the Short Track and Half Mile Mini-Division II. Brad Roach and Steve Headley were second and third on the short track and Brad Roach had a photo finish for the first in the half mile with Paul Ferrell third.

Dave Johnson had everything working to perfection and was gone as soon as the flag dropped in the Open Expert Half Mile. Steve Miller dropped into second ahead of Walt Foster and was able to hold him off for the place spot but Walt came back to take the Open Short Track over Dave Johnson.

Jim Roach picked up another win on his 500cc Yamaha in the Open Amateur Short Track. John Karns Jr. played bridesmaid for the evening with a second. The Open Amateur Half Mile still belongs to Dave Peters but he better

start taking a good look at the Experts since he may be keeping much closer company with them in the near future.

A good size field of Open Novices squared off and Jim Roach had a close look at the outcome since Daniel Johnson was using his machine. Dan led for three laps on the short track before Allen Swett took over to go on for the victory. On the half mile Dan held the lead for one lap before Lynn Wagstaff took over and led them home.

John Silva who rides a fast 100cc Kawasaki, will get a chance at the Amateurs next week after his outstanding performances. He won the 100cc Novice Short Track, and out ran the 125cc boys who were in the combined race. Brad Bates was the first 125cc Novice. On the half mile, where they all ran together, John blew their doors off, leaving Brad and Willie Ferrell in second and third.

Results in Results Section.

Dirt Diggers Super X

By Ted Titmas

VALENCIA, CAL., AUG. 29

For the first time ever, the Dirt Diggers held a District 37 MX out at Indian Dunes' Shadow Glen course. Unfortunately because of the extremely hot weather, a small entry showed up and the intended 30 minute motos were shortened to 20 minutes.

Without question District 37's Women's Division is probably one of the finest, not to mention the largest and most hotly contested, of any of the clubs. Sue Fish put on another incredible performance, managing to lap every rider including second place in both motos. Dee Cates, a Junior rider, surprised a number of Experts when she finished second overall. Third went to Dee Harmon who was also second in class.

The 250 Experts put on some of the best racing of the day. Welker, Sanchez and Gonzales finished in that order although the battle for first was a tough one. Gonzales had a front row seat as he waited for either Welker or Sanchez to take a spill.

A really exciting race took place between the minis. Ed Glover convincingly won in the Mini Expert class, but the Expert, Junior and Novice classes were combined, making for a really tough race for the sportsman. Nilsson finished second overall beating out a number of the Pros, and was followed by another Junior rider, Waldrup who finished in third. What made this race even more interesting was that the minis usually don't race for 20 minutes on a GP course. Another handicap were a number of turns with very soft and deep dirt and these little riders did an amazing job just finishing in spite of all that was against them.

Results in Results Section.

Glover doubles Dunes, Fish beats men

By Laszlo

VALENCIA, CAL., SEPT. 5

Sixteen 125 Intermediates made for a halibut race at the Dunes. Woman's Grand National Champ Sue Fish, was one of them, and with a 2-1 finish, netted the overall win at the CRC sanctioned race.

Sue dove into the first moto with almost no practice time on the revamped Shadow Glen course. It showed just a little as she could do no better than eighth off the start. After seven laps though, Sue moved by Jamie

PATTI TROTTER

Einbund on the sandwash straightaway to take what she and most of the crowd thought was the lead. Later though, lap sheets proved that Huff Hadley, who came up from San Clemente, was the real winner.

For the second and final moto, Fish had to beat out Huff by one spot in order to take the overall win. Off the line, things looked bad as Scott Morgan and Hadley occupied the first two positions while Sue looked like a fish out of water back in seventh. This time though, she was familiar with the layout. Pressing her Crown Cycle Yamaha to the max, Sue flew by four riders in the opening lap. Crossing over the starting line after the sand loop, Sue found herself in the second spot and gaining on the leader, Hadley. Huff finally made a mistake that bumped him off his machine. Sue motored right on by and never looked back. Hadley salvaged second overall, while a consistent Jamie Einbund ran 3-3 for the third spot.

In Pro action, Eddie Cole dominated Open class competition, sweeping both motos. David Potts narrowly let the first half of the opening moto, but DNFed due to bike problems. Yamaha mounted Broc Glover, fresh from the National circuit, swept both the 125 and 250cc fields, taking home well over one hundred dollars. Mark Gambretta led a few laps in each of the 250cc motos, but couldn't keep with Broc's pace. Mark Lawrence presented a serious challenge to Glover in the second moto of the 125cc race, but mechanical problems forced him to retire early as well. John Atwood, from FMF, ran 202 to finish behind Broc here.

Leonard Garron, Jeff Warner and Tony Walker all had a shot at first overall, going into their final moto in the 250 Beginner class. Tony and Jeff were tied with four points apiece with Leonard one behind at five. Coming out of the gate, Walker was in the lead with Warner and Garron behind him. After one lap, Leonard slid out in some mud on one of the slimy turns, this left him out of active competition and also put a big gap between the two leaders and the rest of the pack. Jeff's Maico really began finding some quick lines about then, finally passing Tony about a lap later at the halfway point of the race, to clinch the overall win. Walker still placed second overall while Garron scored 4-1-5 to place third overall.

Perris TT & ST

By Dol

PERRIS, CAL., AUG. 28

Warm weather and perfect track conditions greeted a full house of riders and spectators at Perris Raceway to begin the short track program.

In the 100-125 combined class, Kirk Johnson won all motos with Mike Sharp taking second. The 250 Novice class was close until the end with Suzuki mounted Dana Peters scoring on top followed by Chris Choisser. John Sperry led the way around the short track in the 250 Amateur/Expert, all three motos. Tom Clark, not giving up, took second overall after a close second in the third moto. Flip Binkley and Jeff North had their own match race in the Open Novice class to determine the overall win. They had each scored a first, second, and third, tying them for first but with Jeff North losing time on the line, and a tremendous ride for Flip. Flip won the two lap run-off.

To begin the TT program in the 100 combined, Kirk Johnson took his usual win and went on to ride the Open Novice class tonight for the first time. Charles Carroll swept the 125 combined, coming from the second line, starting further back each moto. Kirk Johnson scored second and Suzuki mounted Mark Corker third. With a repeat win from the short track program, Dana Peters took the win in

the second 250 Novice followed by Bill Dobbs. The first 250 Novice was won by Cal Wangard with Bob Calloway not far behind. Dicing it out for the win in the 500 Novice were Kenny Ryan, and Pat McCann for second, both on Yamahas, followed by Bill Cervera for third. Jeff North and Flip Binkley had another go at it in the Open Novice, sharing the brass, and this time the win went to Jeff North. Walt Foster, keeping in shape, won the Open Amateur/Expert, but Mike Montgomery and John Sperry made him work for his win. In the third moto, on the second lap, Mike zapped both John and Walt on the downhill, then Walt took back the lead to the finish. Mike and Walt continued the see-saw until the checkered flag, with John Sperry for third.

Results in Results Section

CRC MX at Corona

By Elaine Jones

CORONA, CAL., AUG. 26

Scott Sheedy took his 125cc Honda and did the 250cc Experts on the new motocross course CRC has designed at Corona Raceway. Scott not only won, but he led the first two motos from start to finish. The final moto saw Jim Latendresse get the holeshot and the number one spot, but it was too late to top Sheedy's performance. Third place went to Joe Stankavich who had bike problems which dropped him further back with each lap.

Scott McCarty started off well in the 250cc Intermediate taking the first moto win. Frank Bua followed home in second and Blake Bunnell limped in for third. Some first aid before the second moto apparently did the job as Blake came back to win the next two motos. Frank came up with the second overall and Scott was third.

Tom McMachels won the Open class playing follow the leader as he took a clean sweep of the first place spot with Max Eddy and Jim McDonald two-three every moto. Clifford Mathews flew over hill and dale in the Open Beginner, broke down the final moto and still had enough in his Can-Am to come out numero uno over Kurt Brach. Meanwhile back in the 250cc Beginner class another Can-Am rider Greg Ernest, parlayed his 1-2-1 moto finishes to take the first from Dale Whitman and George Bailey.

It was close in the 250cc Novice class but Tom Burmeister got the nod by one scant point over Nick Peltzer. Dave Sanchez tied for third, but by his higher place finish in the final moto beat Cal Wangard out.

Open Novice and Intermediate Gerry Steiner and Pat Halliman each claimed three first place finishes and the win in their respective classes. 125 Beginner winner Randy Shoaff didn't look like he would stay long in the tyro ranks as he won all three motos with comparative ease. Frank Manfredi gave good pursuit but it wasn't enough. Carey Steiner had to fight for his third as both Kevin Okura and Brent Rouhe went looking for his head.

Steve Morefield left all the shuckin' and jivin' to Robert Pftzing and Dave Terrell in the 125 Novice go. Robert and Dave were tied going into the final moto but Robert got the jump off the line and brought it home for the second. Darrell Rithey got off to a slow start in the 125cc Intermediate, but followed it up with two first places to take the win by one point from Robert Kitchell. Mike Burnett was third.

Marc Madore topped Harley Hall to win the Mini Beginner, while Joe Morris socked it to the Mini Novices with second place Dirk Sweet the only one able to get even close. Rich Jackson rounded out the field with third.

Results in Results Section.

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NORTHERN DATA



Rory Rundle, after much trying, had his day — and night at Fremont.

Fremont MX

By Steve Castillo

FREMONT, CAL., AUG. 26

Rory Rundle has been riding pro for a long time and he has tried it on several bikes; but tonight on his new 400 KTM, Rory put it all together and won the 500 Pro class. Rory's story goes like this. At the start of the first 500 Pro race Larry Lacey (Suz) jetted off the line with Steve Scoffone (CZ) in second. Going into a freshly watered turn the charging Lacey hit his brakes and slid out, handing his lead over to Scoffone. Scoffone led for about a lap until he crashed. Rundle was there to cash in on Scoffone's error. Dick Wilson on a CZ had moved into second with Bob Geffert (Suz) coming up to challenge. They went that way to the flag; Rundle first, Wilson second, Geffert third.

The first moto of the 250 Pro race was by no means a sleeper. Holedshot artist Bill Johnson (Yam) did his thing; Bruce Manzoni the CZ kid from Santa Cruz was right behind. Back further was some pretty fast company named Kipp Classen and Phil Crane. Classen now is

charging through the pack, shoots by Manzoni, and has his eyes set on Johnson.

At the half way point Classen is rapidly closing; Phil Crane has moved into third and Bob Terwilliger has moved into fourth. When the last lap flag came out Classen had moved within inches. Coming over the front spectator jump Classen and Johnson were in the air side by side. Going into the sweeper after the jump Classen kept it on just a little bit longer than Johnson passing him going into the turn. At the flag it was Classen, Johnson and Crane.

Back in the 500 Pro battle, Rundle jetted out front and proceeded to blitz the rest of the pack; a fitting finish to Rory's hot night at Fremont. Richard Wilson (CZ) picked up second place money on his Champion Cycle CZ, with third going to Bob Geffert (Suz).

Going into the second round of the 250 Pros Bill Johnson got off the line first with Phil Crane second and Curt Berggren (Bul) third. On about lap four Crane pressured Johnson out in a berm turn. Meantime Classen is coming through the pack. After pushing Johnson hard for a few laps Classen got by. Classen was never able to get by Crane, but didn't have to worry as he still picked up the overall.

Police Olympics MX

By W.H. Spencer

LIVERMORE, CAL., AUG. 12

Just following the dimming lights of the official Olympics in Montreal, the California peace officers gathered their masses together in the Santa Clara Valley for their own brand of olympic competition, and lo and behold, one of the forms of competition is motocross. Gathering together at Carnegie Cycle Park, donated by Bud Brilloussour with track prep by none other than Buggs Mann and scoring by your truly, some really great racing transpired on a hot Thursday afternoon.

Glen Cox had an easy time of the lightweight competition with a 1-1-2 over Dave Thornquist and his 3-3-1. Thornquist was one of the nearly two dozen LAPD represented while Cox was the sole rider from Placentia PD. Just goes to show who does what on their off time in the hills.

Keith Carlson saved the day for the up North troops with a come-from-behind catch-up job in the

last moto to break up a sure win over D. Garrett who had two first going into the third 10 minute moto but had falling troubles. Carlson, an Expert in D-36 Scrambles, was a tired smiler at the gold medal line and a very proud deputy Sheriff from San Mateo County.

Open moto competition seemed to be a give away when it was announced that Gene Cannady was in town to represent LAPD. In the first moto he lapped all but the second and third place riders. His luck ran out on the first lap of moto two though, when the triple forks on his trick Honda gave up the cause in a an 80 mph area and the Baja ace suffered a very painful compound fracture of the wrist. Alan Kent came back front running for moto two and combined that win with two seconds for the overall over Paul Eaton and Jim Richardson.

Looking over the riders and the fact that many were from areas like FBI, CHP and DA's offices just makes you wonder if this sport may just make it in the big bad world of everyone against the motorcyclists. After all, if you can ride with the law enforcement officers of the state, side by side, then we should have places to ride, right?

(Right on... Ed.)

Santa Clara County Fair

By W.H. Spencer

SAN JOSE, CAL., AUG. 20

Opening night of the annual Santa Clara County fair now has a permanent feature just like the eastern fair circuit — motorcycle racing. During the National trail, many riders have kept ends together by traveling the fair circuit. There never has been much of a fair circuit for Northern California racers but the Bob Barkhimer group knows that there is a need for it.

Walt Foster tripped the light for fast man, one of only 13 Experts along with 19 Juniors to make up three heats. Foster proved the fast heat man beating out Gibbs and Gary Tonda while Frankie Adamo took the second over Jim Wright and Vince Mead. Ricky Graham won the third heat over Steve Fortune as John Gennai saved a third.

The Novices started out with six qualifying heats leading to four Semis. Ricky Delacy downed Randy Mamola and Dave Nazzisi in the first Semi while Western Regional point leader Danny Hogue won the second over Rodger Slack and Tony Alves with fast time. Don Bailey took the third over Steve Carrillo and Jim Mertens. Rod Spencer took the fourth over Scott Nelson, as Eddie Lawson saved the final spot after Dan Castelhamo dropped out with a tired motor.

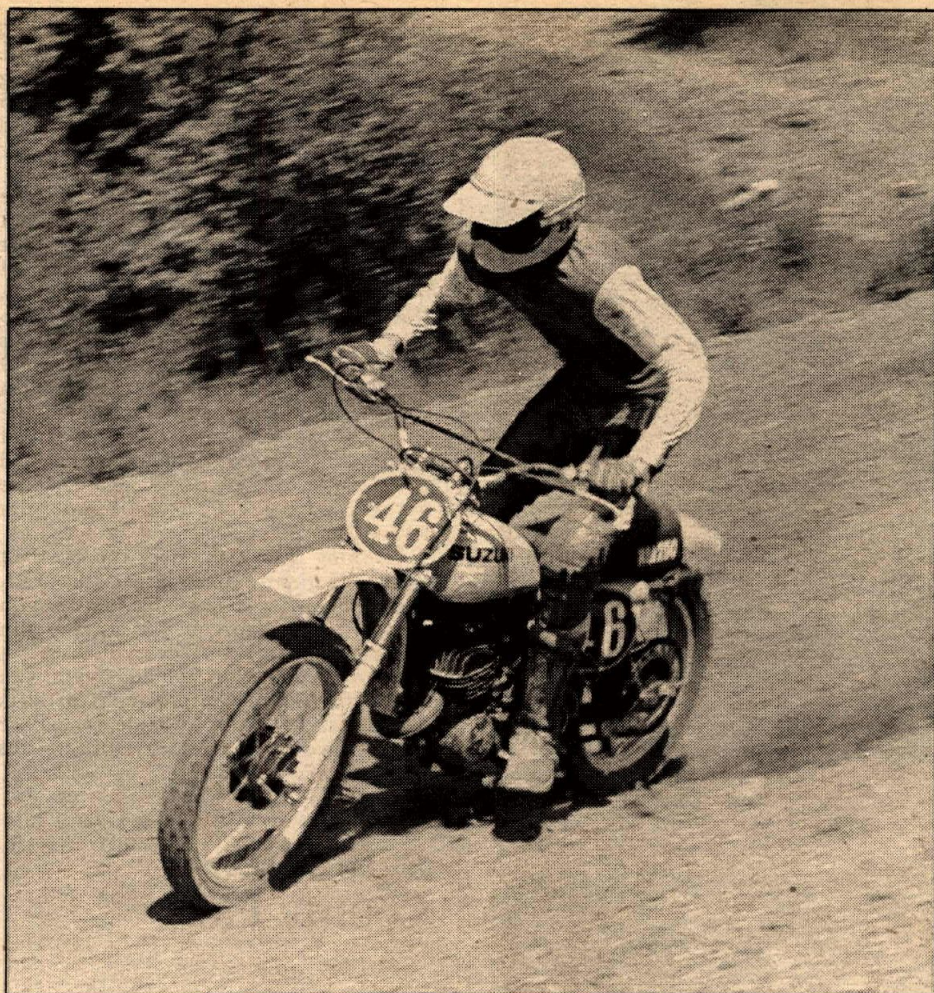
The Novice Main went off well before 10 p.m. with Steve Carrillo leading Rick Delacy. Hogue took the point for one lap only to also fall off the side with a seized motor, giving the lead to Mertens. Jimmie had just received confirmation of a pro number that day and had gotten his milking done early on the Clover ranch so he could give this race a try.

He didn't hold the lead though, as on the fourth lap Delacy and the Cancilla Yamaha took over and led it right through the white flag. Then the chain gave up and bingo, Mertens was a first time winner with Slack in for second over Spencer and Bailey.

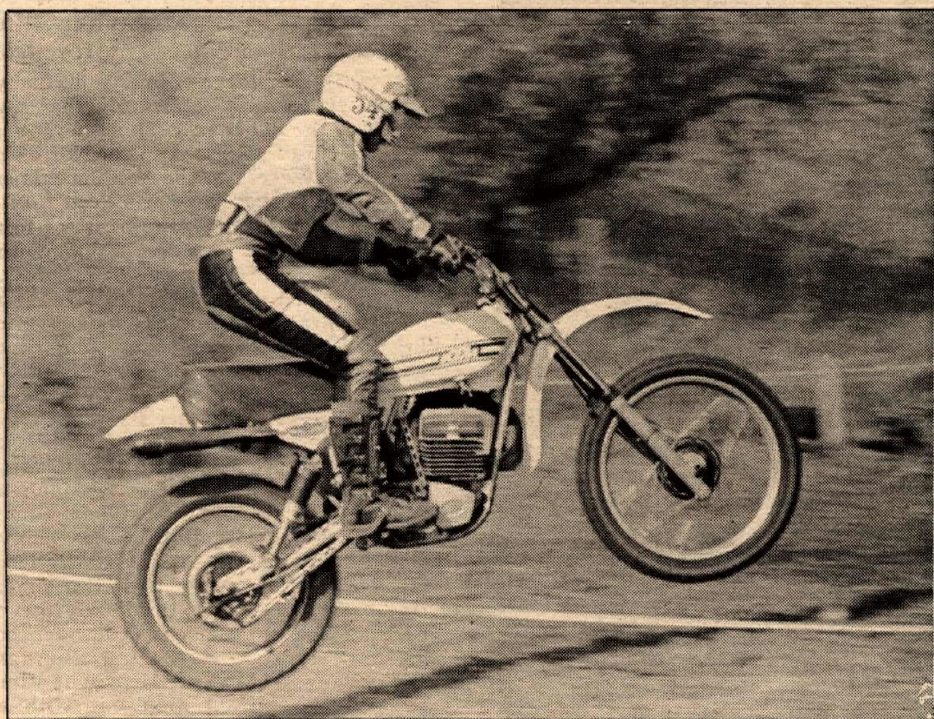
Gibbs led the entire 15 lap Jr/Ex combined with ease after seeing Don Carlisle eliminate himself in T-3. While Vince Mead put on the charges, he ended up on the T-3 ground taking Frank Adamo with him. Foster also crashed early. John Gennai stuck on the hot line for third just in front of Lowell Moural and Wright. Not the most spectacular of Mains, but a smile winner for Randy.

Results in Results Section.

STEVE CASTILLO



(Above) 250 Novice winner Goldsmith; (Below) Pat Richter won all the Expert marbles in the \$1200 Ridgerunner series.



PHOTOS BY GERRY REAGAN

Ridgerunners series finale

By Gerry Reagan

WATSONVILLE, CAL., AUG. 29
The Ridgerunner MC and co-sponsor Brinks Trophy Shop of Santa Cruz wrapped up their \$1200 five-race motocross series with some great racing in just about every moto. The starting area had been changed, doing away with the famous 130 yard downhill, heading the racers into a sweeping left hander and then into a sharp, off camber right turn near the old oak tree. It provided some tricky maneuvering as the riders slid through the left hander like flat trackers and then set up for the sharp right. That isn't too hard to do unless you try it with twenty other guys at the same time.

Pat Richter (KTM) from Fortuna, California, took home first for the

series, \$670 of the \$1200 prize money. Another \$730 came from his winnings at the five races of the series. Richter, by the way, missed the first race of the series and had the top spot sewed up at the end of the fourth event. Pat clearly showed his domination during the day's racing as he broke from the pack in the first moto of the Open Experts to build up a big lead by the end of the first lap. Charlie Halcomb (Hus) moved into second on lap four and by then Richter was becoming weary of riding all alone so he slowed to wait for Halcomb. He played with Charlie for awhile and then began to move away again.

In moto two it was again Richter out in front but this time Steve Scoffone (CZ) tried to take the lead away. Scoffone lost it in the back section and pulled off the track to wait for Richter to come around again. When Richter went by Scoffone took after him and Pat again had someone to play race with. Meanwhile Halcomb, who was now in second, began to gain on Richter. Scoffone let Charlie get by rather than jeopardize Charlie's second.

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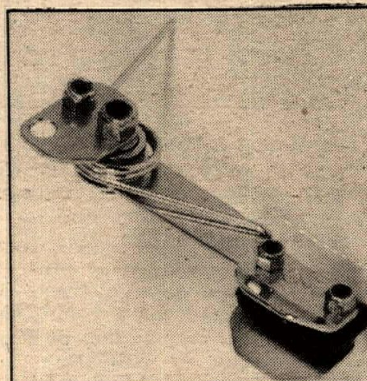
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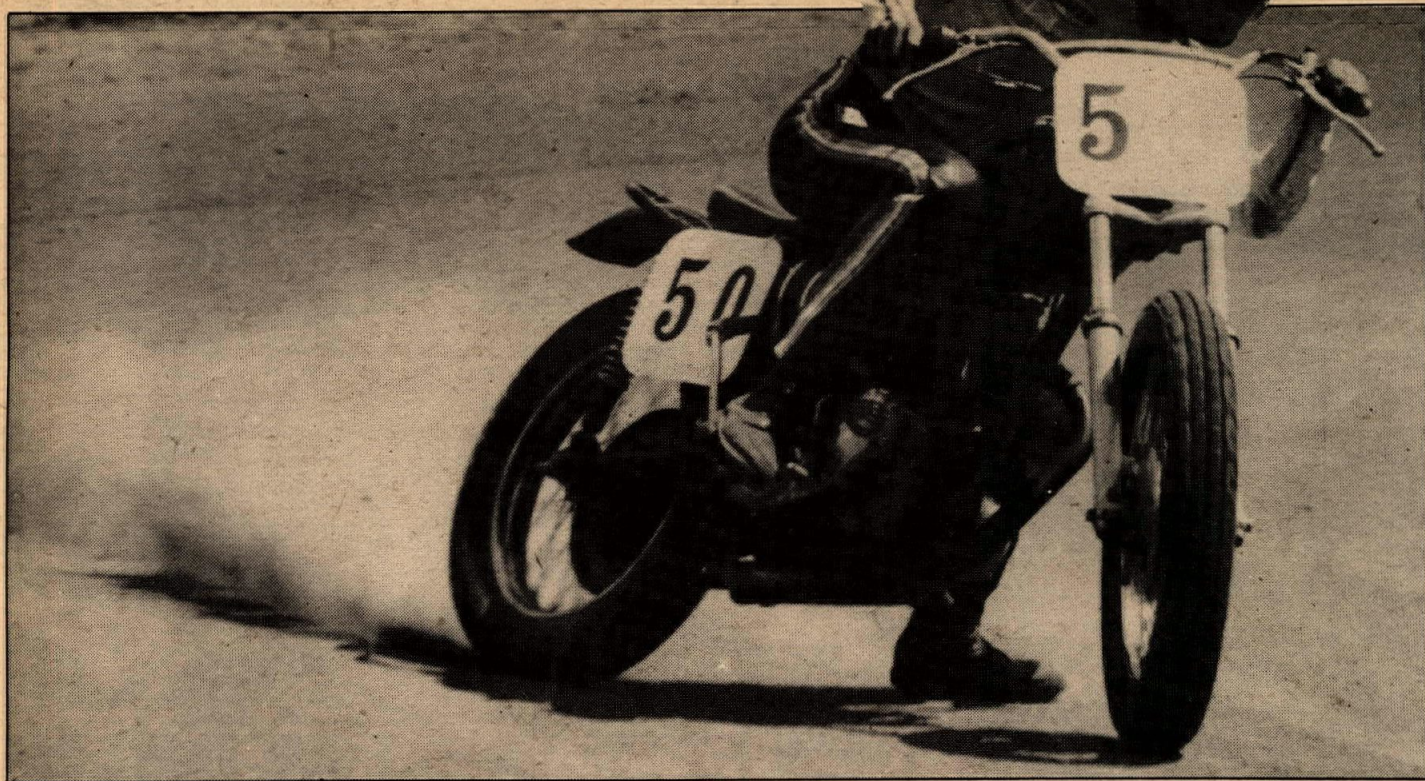
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Truckin' at Sunny Valley's Finale. (Above) Right way. (Below) Wrong way.



PHOTOS BY LYNNE DILTZ

Richter took off again to get out of striking distance while Lance McPhee (Mai) put in a good charge to take third. Richter again ran away with both motos of the 250 Expert class but Dennis Brand (Suz) and Kipp Classen (KTM) had a good dice in each half with Brand getting second in the first moto and Classen working his way through the pack and taking over second from Brand in the closing couple of laps of the second moto.

Kelly Hardman (Hon) was charging in the first event of the 125 Experts, but crashed while trying to take over first from Don Cantaloupi (Yam) who went on to win. Jeff Watts (Hus) went wire to wire in moto two but Jim Lesniewski (Hus) was putting in a good ride for second when he suffered bike trouble and had to drop out.

Results in Results Section.

Hot racing at Helvetia

By Sallee Hilton

HELVETIA PARK, CAL., AUG. 29
With the thermometer showing 106 degrees, tree shaded Helvetia Park with its swimming pool, is as good a place as any for those who feel they must don helmet and leathers regardless of weather.

Keith Cometta (Hon) took the big money in the 125 Semi-pro race with two firsts. In both motos he had some hot racers breathing fire on his back. In the first round, Laine West (Hon) pushed hard, until West went down and Don Ferraro (Hon) was right there. Don took over the lead for a couple laps before a fall reversed the positions again. Meanwhile Al Hall (Hon) had been moving up and had just taken over third. This order, Cometta, Ferraro and Hall was maintained closely for the rest of the race.

Mike Hersman on a J&K Cycle Inn Husky put on a show in the 250 Expert class, moving from the back of the pack to the winning position by taking advantage of the long straightaway to gather speed for the jump, where he literally flew past the other riders lap after lap. In the last lap his in-flight passing took him out ahead of Pat Wilson (Hus) who had led most of the race.

The second time out Ron Junkert (Suz) took the lead, but it was a fight from the very beginning. Wilson was hot on his heels, with Hersman right behind him. Hersman took a spill and a DNF. Junkert and Wilson played swapsies for a few laps, taking turns leading until all of a sudden Ken Sisler (Mai) roared by both of them and led the rest of the race for the win. Wilson ended up with second again and Tom Denton (Yam) came around Junkert to take third. Wilson's two second finishes gave him first overall cash.

Ted Rogers, newly sponsored by Husky West, took over in the Open Expert class with two way out wins. Closest competition was in the first few laps of the first moto while Dan Leet (Mai) was chasing him. Leet went down for a DNF and Rogers built a fantastic lead over Dave Mythen (KTM) who finished second. Robert Norton (Hus) was back further for third. Rogers again got out front in the second moto and built a good lead. Norton went down and Mythen took second. Then it was Mythen's turn to fall and Norton was back in second with first place Rogers out of sight.

Oregon State Championships

By Lynne Diltz

SUNNY VALLEY, ORE., AUG. 29
Sunny Valley Speedway's 15th Annual Oregon State Motorcycle Championships had fewer riders than the past 14 years but spectators agreed that there were some of the best races they've seen. Race after race was decided within a few feet of the checkered flag.

The high-point Mini Award went to little Drew Roberts from Crescent City, California, who recently qualified for a Mini National event at San Antonio, Texas.

Medford's Bruce Smylie won 100cc honors as well as the same high-point award from Medford Speedway last Friday. Jeff Cook was the top winner in the 125cc class. Cook is from Grant's Pass and sponsored by Grants Pass Suzuki and Bultaco.

The 200cc high-point award went home to Central Point with Harold Hurd and from Arcata, California, Ray Dugan was winner of the 250cc class. Top "Old Man" for this TT season is well-known enthusiast Larry McLane, and heading the long list of Open class riders was professional Frank Word, also a resident of Grants Pass.

Speedway Central

HANFORD, CAL. SEPT. 3
The roll call of the walking wounded diminished somewhat as two riders returned to the Hanford battles after long absences. Randy Tompkins of Fresno and Louis Lindwall of Tujunga both got back into the thick of things.

The Handicap fracas got going with low yardage men hanging on for wins and high yardage riders jamming for transfers. When the Main filled up it was Lindwall and Salyers going in as favorites against a hard driving Mark Tracy, Jeff Peltier, and Frank Butler. Rounding out the field was Lompoc's Brian Bishop who had a Handicap sweep going for him. Jack Martin had problems that kept him out of the Main, but he took the Consi.

The Main was a six man dogfight from gate to flag. Bishop continued his winning ways by moving up early and staying there. Tracy blasted through from the twenty but not in time to catch the smooth riding Bishop. Salyers and Lindwall settled for third and fourth.

The Hanford fans, famous for their "bucks up" match races, wanted to see newcomers Mark Tracy and Bob McClain in a two-lapper winner-take-all match. They got their money's worth. Two false starts finally turned them both loose and it was man on man with Tracy finally finding some extra drive on the last lap. Both finished the match with wheel stand straightaway runs and the fans loved it!

The Scratch feature had Fresno's Mark Tracy, who is becoming more and more of a threat. The first turn hassle found Salyers and Tracy jerking away from Koemans and Martin. A very persistent Tracy was actually trying to get under Salyers lap after lap. Koemans and Martin were eating dirt and finally Martin went down, Salyers hung on and so did Tracy for second.

Results
HANDICAP MAIN: 1. Brian Bishop. 2. Mark Tracy. 3. Grant Salyers.
SCRATCH MAIN: 1. Grant Salyers. 2. Mark Tracy. 3. Jack Martin.
MATCH: Mark Tracy over Bob McClain

Sandhill Ranch MX

By T. Houser

BRENTWOOD, CAL., AUG. 27, 29
Friday night was full of excitement, with John Dossey taking the 125 Intermediate class on his Honda and also winning the Trophy Dash. He was rewarded with a kiss along with the big trophy from pretty Cindy Meyn.

Vets and Old Timers lined up together to give the spectators a real show — a back and forth duel between Jack Lewis and Bob Collins. On the last lap, Bob Collins showed his true riding ability and squared the corner to take the checkered flag by inches.

Sunday, Dick Mann, riding his 500cc Yamaha, took the win in the Open Expert class, while Bob Myers showed up to take a first in the 250 Expert.

Results in Results Section.

RESULTS



CMC MX Orange, CA. Sept. 5, 1976 By Patti Trotter

MINI EX	Yam
Ronnie Pinheiro	MCS
Andy Orescanin	Yam
Dede Cates	Yam
MINI JR	Yam
Mike Bonner	Yam
100 JR	Suz
Bernard Lehn	Suz
125 PRO	FMF
Warren Reid	DG
Gary Denton	T&M
Bruce McDougal	T&M
125 INT	Hon
Mike Loper	DG
Kevin Harlow	TT
Ross Thompson	TT
125 JR DIV I	Hon
Bill Sneed	Suz
Bill Myers	Suz
Hawyard Flynt	Yam
125 JR DIV II	Suz
Keith Dooe	Car
Craig Dale	Hon
Ed Tobias	Hon
250 PRO	Suz
John Smith	T&M
Ron Turner	Hus
Mike Bell	Hus
250 INT	Yam
Ted Vandenraadt	Yam
Gary Truesdill	Suz
Kelly Saulie	Mai
250 JR DIV I	KTM
Dean Adkins	Suz
Bud Anderson	Mai
Daniel McKinley	Mai
250 JR DIV II	Suz
Robert Casper	Bul
Mark Lohrback	Bul
Jon Henitt	Suz
500 PRO	KTM
Jeff Foland	KTM
Jim Lowe	Hon
Gene Martin	Mai
500 INT	CZ
Fritz Schlegel	Suz
Doug Boyd	Suz
Johnny Barr	Suz
500 JR	Suz
Bill Smith	Yam
Jim Howard	Yam
Perry Perse	Mai

AME MX Camarillo, CA. Aug. 29, 1976

MINI JR	Yam
Jaime Lewis	Yam
Allen Sekeres	Yam
Scott Phipps	Yam
MINI INT	Yam
Eddie Perry	Yam
MINI EX	Suz
Steve Schmitz	Yam
Darren Penrod	Yam
David Baker	Yam
MINI PRO	Yam
Bobby Jones	Yam
Ken Zahrt	Hon
Craig Cole	Hon
VETS	Oss
Jim Leannihan	Suz
Joe Brown	Suz
Alan Olson	Suz
POWDER PUFF	Hon
Rox Ann Dougherty	Hon
100 BEG	Yam
Greg Robertson	Suz
Gene Beveridge	Suz
Bret Hansen	Suz
100 JR	Suz
Ty Hanway	Suz
Jeff Kirby	Suz
Dave Halverson	Suz
100 INT	YZ
Jimmy Crowder	Yam
Loren White	Yam
100 EX	Suz
Jim Cote	Suz
John O'Mara	Suz
Ricky Ryan	Yam
125 BEG	Hon
Ron Hamrick	Suz
Bill Childers	Hon
Steve Vincze	Hon
125 JR DIV I	Yam
Jim Radwick	Hon
David Lynch	Hon
Mark Sirota	Hon
125 JR DIV II	Suz
Kevin Bollinger	Yam
Tommy Lopez	Yam
David Sarian	Hon
125 INT	Hon
Lance Sloane	Yam
Sendelbach	Yam
Ray Byers	Hod
125 PRO	Hon
Bobby Jones	Hon
Bill Joyce	Hon
John Atwood	Hon
250 BEG	Hus
Cliff Warren	Suz
Dick Meeks	Suz
Don Godbey	Suz
250 JR DIV I	Bul
Dave Roark	Suz
August Ferro	Hus
Greg Rubinstein	Hus
250 JR DIV II	KTM
Jim Burke	Bul
Rick Forner	Bul
Jim Ferrari	Bul
250 INT	Suz
Murray Lantz	Hus
Mark Mansfield	Bul
Phil Greenleaf	Bul
250 PRO	Oss
Ken Zahrt	Mai
Hal Strauss	Mai
Jim Tassano	Mai
500 BEG	Suz
Bob Fischer	Suz
Gene Harter	Suz
500 JR	CZ
Mike Miracle	Hus
Bud Lewis	Suz
Louie Lima	Suz
500 INT	Mai
Tim Sarian	Mai
Pat Page	Suz
Mike Antes	Suz
500 PRO	Mai
David Potts	Suz
Tom Claire	Suz
Don Draz	Mai

AME MX Old Timers Assn. Aug. 29, 1976

MASTERS	Mai
Blackie Lewis	Fro
G. Hutchinson	Mai
Norm Elledge	Bul
EXPERTS	Mai
Doug Archibald	Mai
Fred Maynard	Bul
Dick Frampton	Bul
AMATEURS	Mai
James Jones	Mai
Gerry Steiner	Yam
Jerry Scott	Yam
NOVICE	CZ
Doyle Brown	Mai
Chuck Hart	Mai
Don Edlund	Yam

AME Night MX Valencia, CA. Aug. 27, 1976

MINI JR	Yam
Alex Jud	Yam
Todd Bausch	Yam
Scott Phipps	Yam
MINI INT	Yam
Randy Fleisher	Yam
Erik Kehoe	Yam
MINI EX	Yam
Scott Grose	Yam
Holly Troxler	Yam
David Baker	I-J
POWDER PUFF	Hon
Rox Ann Dougherty	Hon
VETS	Bul
Gene Moffett	Hon
Corky Behrle	Suz
Keith Phillips	Suz
100 BEG	Yam
Jim Hamilton	Hon
Ed Herrera	Yam
Jim Lundgren	Yam
100 JR	Suz
Dave Halverson	Yam
Todd Clark	Suz
Ray Scott	Suz
100 EX	Suz
John O'Mara	Suz
Kenny Spiker	Suz
Mike Nance	Suz
100 PRO	Yam
Willy Simons	Yam
125 BEG DIV I	Hon
Walter Jepson	Hon
Carl Ryan	Yam
Duane Greer	Yam
125 BEG DIV II	Hon
Rob Maddon	Yam
Vincent Martin	Kaw
Dennis Horan	Hon
125 JR	Hon
David Lynch	Hon
Dan Walker	Hon
Alex Downs	Hon
125 INT	Hon
Steve Allensworth	Hon
Greg Torgerson	Hon
Greg Boren	Hon
125 PRO	CH
Bobby Jones	Hon
Jack Miller	Hon
Mark Boren	Hon
250 BEG	Hon
Brian Robertson	Hon
John Grubbs	Suz
Warren Brown	Oss
250 JR	Suz
Drew Upshaw	Suz
David Graham	C-A
Kevin Kratz	C-A
250 INT	Mai
Ron Hornaday	Bul
Phil Greenleaf	Suz
Angelo Cofino	Suz
250 PRO	Mai
Hal Strauss	Mai
Dave Haugh	Mai
Jim Tassano	Mai
500 BEG	Suz
Roger Spielman	Suz
Mark Carter	Suz
David Rogers	Suz
500 INT	Suz
Kurt Bledsoe	Suz
Steve Kelso	Mai
Randall Reese	Suz
500 JR	CZ
Gary Phillips	Suz
Keith Phillips	Suz
Stewart Rogers	Suz
500 PRO	Mai
Dave Haugh	Bul
Dean Taylor	Hus
Mike Brokowski	Hus

AME Mini MX Valencia, CA. Aug. 27, 1976

PEE WEE STK JR	Ind
Carl Tigino	Ind
Randy Moody	MV
Raymond Swearingen	MV
PEE WEE MOD	Ind
Brent Bowers	Ind
Dan French	Ind
JR CYCLE BEG	Hon
Jaime Penn	Hon
Eddie Hicks	Hon
Brian Eckess	Hon
JR CYCLE JR	Ind
Michael Knapp	Ind
Gary Szilag	Hon
Dan French	Ind
83cc BEG (9-11)	Yam
Jack Greenberg	Yam
Jimmy Horosny	Hon
Big Jeff Illingworth	Yam
83cc BEG (9-11)	Yam
Mark Jeppson	Yam
Jey Sapp	Yam
Randy Johnson	Yam
83cc BEG (6-8)	Yam
Jaime Pena	Yam
Dan French	Ind
Steve Clinger	Ind
83cc BEG 12+	Yam
Tom Wilson	Hon
Zoli Meszaros	Hon
Patrick McConnell	Hon
83cc BEG (12+)	Yam
Barry Eckess	Yam
Mark Kunz	s-Hon
Robert Stienel	s-Hon
83cc JR (9-11)	Yam
James Hatley	Yam
Doug Gentry	Yam
Tran Ellis	Hon

83 JR (12+) Nick Athans Brav Ellis Andy Meszaros

Can-Am Point Standings 250 Class After Carlsbad

1. Scott Karl	Yam
2. Jim Lenieski	Yam
3. Allen Berutti	Yam
4. Robbie Brand	Yam
5. David Morris	Yam
6. Arnold Plant	Yam
7. Jim Martin	Yam
8. Fred Griego	Yam
9. Eddie Gonzales	Yam
10. Mark Wardell	Yam
11. Tim Welker	Yam
12. Eugene McKenzie	Yam
13. Jeff Mathews	Yam
14. David Cox	Yam
15. Russ Hoffman	Yam

Old Timers MX Assn. Camarillo, CA. Aug. 29, 1976

MASTERS	Mai
Blackie Lewis	Fro
Hutch Hutchinson	Mai
Norm Elledge	Mai
EXPERTS	Mai
Doug Archibald	Mai
Fred Maynard	Mai
Dick Frampton	Bul
AI Close	Mai
AMATEURS	Mai
James Jones	Mai
Jerry Steiner	Yam
John Scott	Yam
Dan Harris	Bul
NOVICES	CZ
Doyle Brown	Mai
Chuck Hart	Yam
Don Edlund	Yam
Jerry Allen	Mon

CMC MX El Toro, CA. Aug. 25, 1976

MINI JR	Yam
Mike Brown	Yam
Chris Herma	Yam
Rodney Hughes	Yam
MINI EX	Yam
Barry Keperis	Yam
100 JR	Yam
AI Metzger	Yam
Nick Ackley	Yam
David Cardoza	Suz
125 JR DIV II	KTM
Dave Collins	Suz
Dan Kunnen	Hus
William Hasler	Suz
125 INT	Hon
Steve McKay	Hon
Brett Meyer	Hon
125 PRO	Hon
Arden Hadley	Hon
Roy Nolsheimer	Hon
Malcolm McCassy	Hon
250 JR	Mai
Jeff Feinberg	Mai
Dave Douglas	Suz
Cliff Gerhard	Suz
250 INT	Suz
Mike Jacobs	Suz
Paul Sedler	Hon
Steve Cedargren	Suz
250 PRO	Suz
Tom Cross	Suz
Pat Nash	Mai
Andy Kirker	Hus
Greg Foster	Yam
Tim Thom	Hus
500 INT	Mai
Jack Stone	Mai
Jeff Henneke	Mai
Jim Carlino	Suz
500 PRO	KTM
Richee Collins	Suz
Dale Anderson	Suz
Jeff Witherell	Suz

Manzanita Speedway Phoenix, AZ. Aug. 25, 1976

MINI PEE WEE	Yam
Dany Harrell	Yam
Gary Cottrell	Yam
MINI BEG	Yam
Joe Rochwalik	Yam
Jeff Benton	Yam
MINI JR	Yam
Brad Halka	Yam
Donny Smallwood	Yam
125 NOV	Yam
Bob Karl	Yam
Mike Wilkinson	Yam
Eric Yogerst	Hon
125 AM	Yam
Brian Shinabarger	Yam
Mark Perkey	Hon
125 EX	Yam
Randy Carter	Yam
Danny Boaz	Yam
Bob Russell	Yam
250 NOV	Bul
Bobby Boaz	Hon
Damon Weber	Hon
Phil Grosskopf	Hon
250 EX	Yam
Bob Russell	Yam
Bobby Smallwood	Yam
Danny Swisher	Kaw
500 NOV	Suz
Dave Dixon	Mai
Treiber Rod	Mai
250 AM	C-A
Mike Yogerst	C-A
500 EX	Bul
Mike Plagens	Bul
Rick Williams	Bul
OPEN NOV & AM	Tri
Ben Carroll	Yam
Allan Shugg	Yam

R.A.C.E. MX Corona, CA. Aug. 27, 1976

By The Tube	Hon
MINI CYCLES	Yam
Ted Killilea	Hon
Jeff Sweet	Yam
Ken McIntyre	Yam
SUPER MINI	Yam
Alan Small	Yam
Ernie Townsend	Yam
Donny Berry	Yam
GIRLS	Hon
Terri Bender	Hon
Janet Grisham	Hon
Cathy Riddle	Yam
100 BEG	Hon
Rick Cecile	Hon
Wes Hinmon	Yam
Gary Shively	Yam
100 NOV	Yam
Paul Schreffler	Suz
Tony Apodaca	Suz
Todd Baldwin	Suz
125 BEG	Hon
Joe Bueno	Yam
Joe Specchio	Yam
Terry Franks	Yam
125 NOV	Yam
Dan Baker	Yam
Chris Anderson	Hon
Mike Baker	Kaw
125 INT	Yam
Bobby Hart	Yam
D. Wilkinson	Yam
Robert Kitchell	Hon
125 PRO	Hon
Scott Sheedy	Yam
Jim Lawson	Yam
Lew Alter	Yam
250 BEG	Bul
Chuck Ellis	Hon
Jeff Downey	Hon
John Foster	Yam
250 NOV	Suz
Doug White	Suz
Mike LeClair	Suz
George Bailey	Suz
250 INT	Suz
Randy Collier	Suz
Don Wickham	KTM
Dan Smith	Pen
250 PRO	Kaw
Goat Breker	Bul
Ray Topham	Mai
Pete Smith	Mai
500 NOV	Hus
Tim Thom	Yam
Mike Swain	Hus
Steve Gould	Hus
500 INT	Yam
Ron Irby	Suz
David Aleman	Bul
Brian Tolson	Bul
500 PRO	Bul
Ray Topham	Mai
Gary Peterson	CZ
Tom Brown	CZ

I.T.A. Trials Orange, CA. Aug. 18, 1976

SENIOR CLASS	Yam
Jerry Manley	Bul
Manfred Lauxen	Yam
Art Webster	Yam
WOMEN	Mon
Shannon Stewart	Hon
Katy Henry	Hon
Donna Cowell	Hon
EXPERT	Hon
Marland Whaley	Hon
Bob Nickelsen	Hon
AMATEUR	Yam
Paul Webster	Yam
Mark Webster	Yam
Oli Thordarson	Yam
NOVICE	Bul
Rick McCabe	Yam
Marty Stabile	Bul
Bill Sammons	Bul
NOVICE	Mon
Sonny Baskin	Hon
Jack Stone	Cot
Paul Oswald	Cot
BEGINNER	Yam
Mike Stone	Bul
Dave Caple	Bul
Phil Chandler	Bul

CMC Motocross San Diego, CA. Aug. 25, 1976

By James Brammer	FMF
125 PRO	DG
Randy Hess	Hon
John Tessitore	Hon
Peter Wanket	Hon
250 PRO	Hus
Mike Stearns	MM
Marty Moates	Suz
Brian McNamara	Suz
500 PRO	MM
Marty Moates	Suz
John Cardoza	Suz
Dan Steele	Suz
MINI EX	Yam
Scott Burnworth	Yam
Scott Meyer	Yam
Bobby Sullivan	Yam
MINI EX	Yam
Ken Coon	Yam
Kerri Paulsen	Yam
Alan Horrall	Yam
100 JR	Suz
Tom Holland	Hon
Dan Tron	Hon
Dan Worley	PCS
125 INT	Hon
Rick Wade	Hon
George Speck	Yam
Ken Olsen	Hon
125 JR DIV I	Hon
Joe Holt	Hon
John Sotelo	Yam
Jeff Neeley	Yam
125 JR DIV II	Kaw
Mark Smith	Hon
Keith Finch	Hon
Norway De Rosario	Yam
125 JR DIV III	Suz
Mike Thornton	Suz
Tom McBride	Suz
Mark Quintero	Suz
125 JR DIV IV	Yam
Joaguin Picazo	Hon
Lloyd Hill	Hon
Mike Dalaimo	Hon

250 INT	Mai
Robert Cooper	Kaw
Bob Brown	CZ
Bill Bandy	CZ
250 JR DIV I	Mon
Brian Webster	Suz
Chuck Trent	Mai
Jerry Benson	Mai
250 JR DIV II	Kaw
David Fisher	Yam
Mark Uyeda	Hon
Judd O'Dell	Hon
500 INT	CZ
Tom Brown	Mai
Mark McNutty	Mai
Jack McCormick	Suz
500 JR	Yam
Kevin Nevinger	Mai
James Valoy	Bul
Dave Peters	Bul

CRC MX Corona, CA. Aug. 26, 1976 By Elaine Jones

MINI BEG	Yam
Marc Madore	Hon
Harley Hall	Hon
MINI NOV	Yam
Joe Morris	Yam
Dirk Sweet	Yam
Rich Jackson	Hon
125 BEG	Hon
Randy Shoaff	Hon
Frank Manfredi	Yam
Carey Steiner	Hon
125 NOV	Hon
Steve Morefield	Hon
Robert Pfetzing	Yam
Dave Terrell	Hon
125 INT	Yam
Darrell Ritchey	Hon
Robert Kitchell	Hon
Mike Burnett	Suz
250 BEG	C-A
Greg Ernst	CZ
Dale Whiteman	Yam
George Bailey	Yam
250 NOV	Yam
Tom Burmeister	Yam
Nick Peltzer	Suz
Dave Sanchez	Yam
250 INT	Hon
Blake Bunnell	Mai
Frank Bua	Hon
Scott McCarty	Hon
250 EX	Hon
Scott Sheedy	Bul
Jim Latendresse	Yam
Joe Stankovich	Yam
OPEN BEG	C-A
Cliff Mathews	CZ
Kurt Beach	CZ
OPEN NOV	CZ
Guy Campbell	Suz
Gerry Steiner	Mai
OPEN INT	Bul
Duncan Emmons	Mai
Terry Cowoin	Bul
Pat Halliman	CZ
OPEN	CZ
Tom McMachels	Mai
Max Eddy	KTM
Jim MacDonald	Yam

RESULTS

TT Scrambles Elsinore, CA. Aug. 28, 1976 By Andi Gangewer

MINI BEG NOV	Yam
Curtis Cannon	Yam
Tod Rainey	Ind
Scott Zastrow	Ind
MINI NOV	—
David Hulbert	—
John Bales	—
Kevin Mason	Hon
MINI AM EX	Yam
Chris Cannon	Yam
Darren Hulbert	Yam
Ben Meyer	Yam
125 BEG	—
James McGowan	Yam
Nick Litnin	Yam
Jack Croak	Hon
250 BEG	—
Tom Norris	—
Rick Grooms	Bul
Thomas Petton	Yam
100 COMB	—
Jim Snow	Yam
Shawn Pettis	Yam
Ronnie Evans	Yam
125 NOV	—
Mack Streagle	Suz
Greg Bell	—
Shawn Pettis	Yam
250 NOV	—
David Cote, Jr.	—
Norm Francis	Hus
Tim Thibodeaux	Yam
OPEN NOV	—
David Skirvin	Yam
Richard Bishop	Yam
Roy Porter	Yam
SPEC NOV	—
James Hill	CZ
Robert Young	Hon
Mack Streagle	Suz
3-WHEELERS	—
Gary Dhenin	—
John DeCuis	—
VAN CLUB	—
Greg Hiestand	—
Jim Wilson	Yam
125 AM EX	Yam
Steve Griffith	Yam
Jay Bales	Yam
Steve Polson	Yam
250 AM	—
Dorothy Rowe	Yam
Jack Smith	Bul
Bob Selvy	Yam
250 EX	—
Wayne Rainey	Yam
Randy Bird	Yam
Jeff Springman	Yam
OPEN AM EX	Yam
Rex Hailey	Yam
Gary Smith	Yam
Vince Landry	Yam
SPEC EX	—
Jeff Springman	Yam
Vince Landry	Yam
Gary Smith	—

BOSS CMCC Semi Pro M. Helvetia Park, CA. Aug. 29, 1976 By Sallee Hilton

100 NOV	Yam
Dennis Ahart	Yam
Shawn Callahan	Yam
Tim Mulvey	Suz
MINI EX	—
Larry Winfield	Yam
Kevin Cadieux	Yam
Thomas Carrillo	Yam
MINI NOV	Yam
Alan Cady	Yam
Michael Bentley	Yam
Mike Stirling	Yam
PEE WEE	—
Bobby Moore	Ind
Jimmy Rose	Yam
PEE WEE	—
Bobby Moore	Ind
Jimmy Rose	Yam
Tyson Vohland	—
OLD TIMERS & VET NOV	Suz
Doug McCaleb	Hon
Denney Ferrite	Hon
Walter Glenn	Yam
OLD TIMERS & VET EX	—
Mel Hendrix	Suz
Keith Cometta	Hon
Byron Goree	Kaw
Mike Yochum	KTM
Mark Stirling	Suz

250 NOV DIV II	Suz
Mike Ellick	Suz
Jim Olea	Mai
Bryan Farris	—
OPEN EX	Hus
Ted Rogers	Hus
Robert Norton	Hus
Joe Duncan	KTM
OPEN INT	—
Dean Wiggins	Mai
Kent Higginbotham	Mai
Jerry McBrayer	Suz
OPEN NOV	—
Jeff Anselmo	Yam
Mike Miller	Mai
Jim Lambert	Suz

Oregon State Ch. TT Sunny Valley, Or. Aug. 29, 1976

MINI CLASS	—
TROPHY DASH	—
Drew Roberts	Yam
A MAIN	Yam
Drew Roberts	Yam
Barry Pelkey	Yam
Mike Uboldi	Yam
B MAIN	—
Jim Barnes	Hon
Jeff Pont	Yam
John Miller	Suz
C MAIN	—
Robby Blagg	Hon
Evan Austin	Suz
100cc CLASSES	—
TROPHY DASH	—
Bill Davis	Suz
A MAIN	—
Bill Davis	Suz
Bruce Smylie	Suz
Brian Doland	Suz
B MAIN	—
Steve Henderson	Yam
Robby Paulson	Suz
David Dantzman	Yam
C MAIN	—
Joe Diltz	Suz
Mike Gardner	Kaw
125 CLASSES	—
TROPHY DASH	—
Dan Dugan	Hon
A MAIN	—
Dan Dugan	Hon
Jeff Cook	Suz
Randy Haberman	Kaw
B MAIN	—
Glen Lilya	Kaw
Tony Speck	Suz
Cecil Arispe	Yam
C MAIN	—
Tom King	Yam
Dean Makin	Yam
250 CLASSES	—
TROPHY DASH	—
Harold Hurd	Bul
A MAIN	—
Earl Austin	Bul
Harold Hurd	Bul
Paul Hug	Yam
OLD MENS CLASSES	—
TROPHY DASH	—
Gordon Campbell	Yam
A MAIN	—
Larry McLane	Hon
Gordon Campbell	Yam
Bob Speck	Suz
250 CLASSES	—
TROPHY DASH	—
Ray Dugan	Hon
A MAIN	—
Ray Dugan	Hon
John Roberts	Yam
Cecil Arispe	Kaw
B MAIN	—
Scott McLane	Hon
John Viales	Tri
Randy Hunter	Kaw
MONEY RACE	—
Frank Word	Tri
Rick Word	Tri
Dana Hansen	Hon
Ray Dugan	Hon
Cecil Arispe	Kaw

CRC Road Race Willow Springs, CA. Sept. 5, 1976 By Lane Campbell

50 GP	—
Jim Ahrens	Sac
100 GP	—
Jeff Pasternak	Ang
125 GP	—
John Glover	Kaw
Rob King	Yam
Dick Pearce	Yam
200 GP	—
Rex Jensen	Yam
250 GP	—
John Glover	Yam
Leland Hancock	Yam
350 GP	—
Tony Murphy	Yam
OPEN GP	—
John Serra	Yam
200 PROD	—
John Chermak	Yam
350cc PROD	—
John Chermak	Yam
Tom Hayner	Yam
Bill Henry	Yam
500 PROD	—
Tom Hayner	Yam
Chris Rank	Yam
Chuck Strohmenger	Yam
OPEN PROD	—
Steve Mallonee	Tri
Lee Fleming	Kaw
John Glover	Nor
4-STROKE GP (-600)	—
Tom Ballantyne	Hon
CAFE	—
Jan Mitchell	Kaw

Don Gorak	Kaw
Mike Bishop	Yam
SUPER CAFE	—
Steve Mallonee	Tri
Lee Fleming	Kaw
Vance Breese	BSO

Territorial MC Racing Benton Lane Park, Or. Aug. 28, 1976

MINI BEG	—
Rich Celorie	Yam
Craig Grover	Yam
MINI JR	—
Bobby Myhrvold	Yam
Tim Cheshire	Yam
MINI EX	—
Ryan Fisher	Yam
Tom McCallum	Hon
100 JR	—
Joe Diltz	Suz
Richar Winningham	Yam
Stan Grober	Yam
100 EX	—
David Moore	Yam
Bill Davis	Suz
125 JR	—
Tony Overman	Yam
Ron Henderson	Yam
125 EX	—
Steve Copley	Yam
Scott Nelson	C-A
Terry Phillips	Yam
200	—
Bill McCormick	C-A
Gary McDowell	Bul
Jamie Claussen	Yam
250	—
Scott Lancaster	Hon
Steve Dolezal	Bul
Phil Harless	Bul
400	—
Steve Dolezal	Bul
Craig Lewis	Hon
Harold Haggard	Yam
750	—
Jack Heeter	Tri
Bill Oliver	Tri
Frank Ward	Tri

Ridgerunner Motocross Watsonville, CA. Aug. 29, 1976 By Gerry Reagan

WOMENS DIV	—
Terri Harvey	Yam
Earlene Trier	Yam
OLD TIMERS	—
Rich Lokke	Hon
Rich Schilling	Mai
Bob Henneuse	Hon
100 NOV	—
Kent Woods	Suz
Randy Alvarado	Suz
Danny Castro	Yam
OPEN EX	—
Pat Richter	KTM
Charlie Halcomb	Hus
Lance McPhee	Mai
OPEN AM	—
Russell Morgan	Hus
Charlie Heastings	Hus
Curt Wilcox	Yam
250 EX	—
Pct Richter	KTM
Kipp Classen	KTM
Dennis Brand	Suz
250 AM	—
Jeff Jacobson	Kaw
Larry Wosick	Hus
Jeff Goodell	Mai
125 EX	—
Don Cantaloupi	Yam
Kent Classen	KTM
Mike Preston	Suz
125 AM	—
Tim Hebard	Suz
Steve Severns	Hon
Dennis Brownfield	Suz
OPEN NOV DIV I	—
Derrick Knepper	Hus
Dave Nance	Yam
Robert Van Camp	CZ
OPEN NOV DIV II	—
Mike Callaway	Mai
Steve Garcia	Yam
Bruce Webbon	KTM
250 NOV DIV I	—
Jerry Heiberger	Suz
Rick Lytle	Suz
Jim Poulet	CZ
250 NOV DIV II	—
Bob Elgren	Mai
Dave Roberts	Kaw
James Fratini	Hon
250 NOV DIV III	—
Marty Covington	Mai
Steve Fugate	Suz
125 NOV DIV I	—
Tom Venuti	Yam
Steve Alarcon	Suz
John Cordova	Suz
125 NOV DIV II	—
Bradley George	Hon
Tim Dickson	Yam
Kenton Kudrna	Hon
125 NOV DIV III	—
Mike Wittwer	Suz
Richard Schumacher	Hon
Rod Berringer	Suz

Fremont M. Fremont, CA. Aug. 26, 1976 By Steve Castillo

WOMENS DIV	—
Deborah Hassler	Hon
NOVICE	—
Jammin Joyce	Hon
OLD TIMERS	—
Robert Porter	Hus
Gary Arnold	Yam
Gene Huokski	Hus
VETS	—
Rich Schilling	Mai
Dave Taylor	Hus
Stanley Orrillas	CZ
MINI EX	—
Ricky Delong	Yam
Perry Wiget	Hon
MINI NOV	—
Felix Villalious	Yam
Lan Cady	Yam
Gary Plaatje	Yam

OPEN INT	—
Fred Bellman	Hus
OPEN PRO	—
Rory Rundle	KTM
Richard Wilson	CZ
Bob Geffert	Suz
OPEN NOV DIV I	—
Gerald Wetry	Mai
Robert Van Camp	CZ
Chuck Denner	Mai
OPDN NOV DIV II	—
Joe Garza	Yam
Kevin Decker	CZ
Tom Wage	Yam
250 PRO	—
Kipp Classen	KTM
Phol Crane	Suz
Bill Johnson	Yam
250 INT	—
Jerry Edie	Yam
Larry Wosick	Hus
Jeff Goodell	Mai
250 NOV DIV I	—
Jerome Huberger	Yam
Steve Nutter	Hus
David Pickett	C-A
250 NOV DIV II	—
Bill Frattini	Hon
Steve Hamblin	Suz
250 NOV DIV III	—
Steve Fugate	—
Ron Ratigan	—
Phil Zematitis	—
125 INT	—
Mark Olund	Yam
Russ Dalye	Suz
Bruce Reasoner	Suz
125 NOV DIV I	—
Dennis Stolp	Yam
Brad Martinez	Hon
Mark Smith	Yam
125 JR DIV II	—
Bill McNair	Suz
John Cordova	Suz
Andy Russell	Hon
125 NOV DIV III	—
Luciano Dominici	Suz
Kent Woods	Suz
Brad George	Hon
125 NOV DIV IV	—
Tim Smith	Suz
Steve McQueen	Suz
Tony Alves	Hon

AMA Half-Mile San Jose, CA. Aug. 20, 1976 By W.H. Spencer

JR/EX FINAL	—
Randy Gibbs	Yam
Steve Fortune	Yam
John Gennai	Yam
Lowell Moural	Yam
Jim Wright	Yam
Gary Tonda	Yam
Ricky Graham	Yam
NOV MAIN	—
Steve Mertens	Yam
Rodger Slack	Yam
Rod Spencer	Yam
Don Bailey	Yam
Tony Alves	Yam
Bernd Koegler	Hon

CMC S.T. Chico, CA. Aug. 28, 1976 By Patty Piston

100 JR	—
Jim Conger	Yam
EX SEMI PRO	—
Jim Hubbard	Yam
Dick Turner	Yam
Lowell Moural	Bul
125 JR	—
Pete Upton	Suz
Dan Benson	Hon
Mike McAvoy	Yam
200 JR	—
Tom Gutzman	Bul
Bob Perry	Bul
250 JR	—
Daryn Spies	Yam
Bob Gibson	Bul
Mike McAvoy	Yam
360 JR	—
John Guy	Bul
Dick Hiatt	Bul
Monty Heath	H-D
200 INT	—
Mike McKee	Yam
Leon Fowler	Bul
250 INT	—
Mark Weber	Bul
Maurice Merrill	Bul
250 EX	—
Lowell Moural	Bul
Steve Dietz	Bul
Bob Grant	Yam
360 EX	—
Chris Sauer	Yam
Dick Turner	Yam
80 MINI HANDI	—
Doug Dorman	Yam
Bryan Roberts	Yam
Mike Cagle	Yam
100 MINI HANDI	—
Troy Cummings	Suz
Dirck Sauer	Yam
Bryan Roberts	Yam
200 HANDI	—
Bob Perry	Bul
John Sudberry	Yam
Mike McKee	Yam
250 HANDICAP	—
Lowell Moural	Bul
Daryn Spies	Yam
Steve Dietz	Bul
360 HANDI	—
Chris Sauer	Yam
Dick Turner	Yam
Dave Ryan	Yam

Nat'l. Minicycle Assn. Grand Nat'l. Championship Finals Springfield, Mo. Aug. 21-22, 1976 By Dave Nielsen

0-61 STOCK (6-8)	—
Randy Jones	I-J
Rayford Collins	Ind
Blair Hardesty	Ind

TROPHY PICKUP

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Brandon Schneider	Ind
Douglas Harrington	Ind
Mike Healey	Ind
61cc MOD (6-8)	—
Randy Jones	Ind
Todd Inzinna	Hon
Robert McCaskell	Hon
Todd O'Neal	Hon
Chad Parker	Hon
61cc STK (9-11)	—
Paul Denis	Ita
Shannon Kelley	Ita
Timmy Tomaselli	Ita
Tony Smith	Ind
Marv Levell	Ita
Jason Dauphin	Ind

61cc MOD (9-11)	—
Jon Jon Belisle	Hon
Timmy Tomaselli	Ita
Rudy Dickenson	Hon
Paul Denis	Ind
Tony Smith	Hon
0-83 STK EX	—
Bryon Antonacci	Yam
Ben Theriot	Yam
Randy Harden	Yam
Rick Johnson	Yam
Craig Raymond	Yam
83 MOD EX (9-11)	—
Mark Murphy	Yam
Darin Eames	Yam
Bryon Antonacci	Yam
Karl Jordan	Yam
Ricky Richard	Yam
0-105 MOD EX (9-11)	—
Ben Theriot	Hon
Mark Murphy	Yam
Drey Dircks	Yam
Karl Jordan	Yam
Bryon Antonacci	Hon

83 stk INT (12-16)	—
John Moore	Yam
Art Rollins	Yam
Scott Moore	Yam
David Baker	Yam
Chuck Hawkins	Yam
83 STK EX (12+)	—
Brian Myerscough	Yam
Mike Brown	Yam
Jeff Ward	Yam
Stormy Gartrell	Yam
Pedro Perales	Yam
83 MOD INT (12+)	—
Red Barnt	Yam
Clay Cauthorn	Yam
Rick Herbert	Yam
Mike Allen	Hon
Chuck Hawkins	Yam
83 MOD EX (12+)	—
Mike Brown	Yam
Brian Myerscough	Yam
Scott Burnworth	Yam
Troy Sitch	Yam
Darren Penrod	Yam
105 MOD EX (12+)	—
Brian Myerscough	Yam
Randy Tysor	Hon
Scott Burnworth	Yam
Jeff McGraw	Hon

Spillway MX Santa Maria, CA. Aug. 29, 1976

MINI JR	Yam
Mike Baron	Yam
Shawn Gran	Yam
Steve Wilham	Yam
MINI INT	
Terry Hampton	Yam
100 JR	
Wally Grassie	Hod
125 JR A	
David Strout	Hon
Jay Menefee	Suz
Paul Prochaska	Hon
125 JR B	
Bill Lauer	Hus
Randy Johns	Suz
Kelly Lawrence	Yam
125 INT	
Doug Lawrence	Yam
Fred Perry	Hon
Mike Willis	Hon
125 EX	
Jay Haroutunian	Suz
Kenny Roush	KTM
250 JR	
Steve Hitchcock	Hon
Terry Evans	Suz
Robby Martindale	Suz
250 INT	
John Lawson	Hus
250 EX	
Mike Cook	Bul
Allen Griswold	KTM
OPEN JR	
Randy Fallert	Yam
Roger Horton	Suz
OPEN INT	
Jeff Elrod	Kaw

Night CMC MX Brentwood, CA. Aug. 27, 1975

By T. Houser	
MINI	
Frank Hastings	Hon
Ken Scott	Yam
MINI EX	
Joey Schlag	Hon
100	
Greg Torlai	Yam
Peter M. Vacco	Yam
125 JR I	
Randy Martin	Hon
Mark Howard	Yam
Chris Dale	Hon
Willie Conley	Hon
125 JR II	
Cole Newkirk	Hon
Roger Meek	Hon
Dave Johnson	Hon
125 INT	
John Dossey	Hon
250 JR	

Rick Matthews	Bul
Rick Ogg	Yam
rick Kluge	Suz
250 EX	
Rick Lewis	Bul
Wayne Morrell	KTM
Mark Kitsman	Bul
JR OPEN	
Rod Brasel	Suz
Steve Morelli	Hus
John Pipers	Hus
Bob Porter	Hus
INT OPEN	
Andrew Ahlgren	Yam
VETS	
Bob Collins	KTM
OTS	
Jack Lewis	Bul
TROPHY DASH	
John Dossey	Hon

CMC MX Brentwood, CA. Aug. 29, 1976

By T. Houser	
MINI	
Shawn Hantz	Yam
Matt Crenzo	Yam
MINI EX	
Joey Schlag	Hon
100	
Jeff Renner	KTM
Jim Lehmke	Suz
125 JR	
Mike Newman	Yam
Jeff Lofano	Suz
Bill Earle	Suz
125 INT	
Kirk Sparks	Suz
250 JR	
Mark lane	Hus
John Pipers	Hus
Steve Bevilacqua	Suz
250 INT	
Jim Cisco	—
250 EX	
Bob Myers	Mai
125 EX	
Terry Goode	Yam
OPEN EX	
Dick Mann	Yam
VETS	
Gary Jacques	Suz

Las Vegas MX Las Vegas, Nev. Sept. 5, 1976

Warren Lewis	Yam
Bradley Lewis	Yam
MINI NOV	
Jeff Palmer	Yam
Keith Underwood	YZ
Greg Jones	YZ
MINI EX	
Mary Chapman	Yam

Jim Krumme	LMS
Rick Herbert	Yam
MINI AM	
Arthur Deleon	Yam
Todd Hunter	YZ
Wayne Arnold	YZ
100 EX	
Casey Underwood	DPT
Ben Brown	RM
Keith Watson	Yam
100 AM	
Corey Omnas	Yam
Charlie Walsh	Yam
Brad Hilton	Hod
100 NOV	
Steve McLaughlin	Yam
Scott Berger	RM
Mike Brletic	Suz
125 NOV	
David McNeill	RMA
Bill Hacker	ALS
Paul Roberts	Suz
125 BEG	
Chuck Roberts	Yam
John Karr	Hon
Kelly Frost	Suz
OVER 30-40	
Floyd Dunn	Mai
Erwin Golden	EGS
John VanHoove	Mai
125 EX	
Eric Elizondo	FMF
Glen Munyan	DG
Bill Seifman	RM
125 AM	
David Thomsen	Hon
Casey Underwood	Suz
David Gale	RM
250 EX	
Kenny Krumme	LMS
Dobie Pursley	Hus
Roger Wells	Hon
250 AM	
Mary Chapman	Mai
Brian Mallory	Suz
Art Lanier	RM
500 CLASS	
Randy Finch	CZ
Henry Brown	Hus
John VanHoove	Mai

Saturday MX Saddleback, CA. Sept. 4, 1976

By Danny Raymond	
125 PRO	
Warren Reid	Hon
Tag Turner	Hon
Ken Ehlers	Hon
250 PRO	
Bob Elliott	Suz
Jeff Vidic	Mai
Mike Bell	Hus
500 PRO	

Gaylon Mosier	Mai
Richard Eierstedt	Hon
Joe Suebret	Suz
250 BEG	
Brian Mathews	Yam
Doug Vanderhock	Mai
Ken Koler	Hon
250 JR	
Gary Gonzales	Mai
Greg Berg	Suz
Lori Watson	Suz
OPEN BEG	
Jim Richardson	Bul
Rusty Delling	Hus
OPEN JR	
Steve DeKeyrel	Mai
Glen King	Kaw
Steve Davis	Hus
125 JR	
Dean Howard	Suz
Allan Sive	Yam
Tommy Browne	Hon
125 BEG	
Matt Nelson	Hon
Ken Ehr	Hon
Pete Longosardi	Hon
100 BEG	
Kevin Collins	Yam
Marc Berg	Suz
MINI BEG	
Troy Drake	Yam
250 INT	
Rick Housel	Suz
Jeff Lewey	Suz
Wayne Smith	Mai
125 INT	
Robert Evans	Hon
Rick Munyon	Hon
Mike Monaghan	Hon

AMC Carlsbad Carlsbad, CA. By Mike Yada

500 PRO	
John Petty	Mai
Kevin Nevinger	Yam
John Baricevic	Yam
250 PRO	
Steve Blackman	Bul
Mike McGowen	Hus
Steve Rawson	Suz
125 PRO	
Bobby Jones	CH
Brian Myerscough	Yam
Jeff Ward	Hon
500 INT	
David Biddlecom	Suz
Chuck Ball	Yam
Jim Beltnick	Mai
500 JR	
Tim McCoskill	Suz
John Miley	Mai
Dave Bond	Yam
500 BEG	
Jim Dunn	Suz
Rick Davis	Suz
Earl McFrederick	Suz

250 INT	
Jim Hanley	Mai
Ed Seeber	Suz
Erk Latral	Yam
250 JR	
Danny Fowler	Mai
David Swanberg	Yam
Bob McCarty	Suz
250 BEG	
Scott Gardner	Suz
David Mugent	Bul
Jamie Brodie	CZ
125 INT	
Jim Buton	Suz
Michael Landegent	Yam
Joaquin Picazo	Yam
125 JR	
Dave Renta	Suz
Brent Battin	Hon
Carl Paulson	C-Fi
125 BEG	
Doug Shane	FMF
Jus Farjar	Hon
Craig Infield	PBH
100 EX	
Lance Moorewood	Yam
Jeff Ward	Hon
Dan Trant	Hon
100 BEG	
Matt Hope	Hon
Dan Worley	PSE
Kevin Collins	Yam
MINI EX	
Mike Toycen	RR
MINI INT	
Curtis Qualls	Yam
Bobby Doyle	Q&E
MINI JR	
Jeff Qualls	Yam
Gerry Ravelo	—
Tom Gibson	YZ
MINI BEG	
Rick Silva	Yam
Taylor Marcell	Kaw
Carry Fowler	Yam

DRA Hare Desert Scrambles Cal. City, CA. Sept. 5, 1976

By Dale Brown	
Unofficial Results	
OPEN EX	
Bob Balentine	KTM
Jim Artz	Yam
Pat McEvoy	Yam
OPEN AM	
Tim Edmundson	Yam
Tony Harris	Yam
Chuck Fowler	Yam
OPEN NOV	
Doug Hurt	Yam
Bill Sanchez	Suz
Greg Kammerman	Yam

OPEN BEG	
Frank Arciero, Jr.	KTM
Hans Hiatt	Yam
Steve Saffried	Yam
250 EX	
Tom Kelly	KTM
Tom Schell	Suz
Phil Stumbo	CZ
250 AM	
Steve Bigler	Yam
Ralph Griffin	KTM
250 NOV	
Doug Beisner	Suz
Tim Phillips	Hus
Tim Nething	Hus
250 BEG	
John Basso	Yam
Rick Vaughn	Yam
Bill VanderByl	Hus
0-200 EX	
Tim Plant	DMG
Brad Hensen	Yam
0-200 AM	
Lenny Upp	Yam
Bill Walters	Hus
0-200 NOV	
Kent Perkins	Hon
Steve Grenke	Yam
Darren Pritchett	Yam
0-200 BEG	
Mike Sittin	Yam
Shane Gray	Yam
Charles Hubble	Suz
SR EX	
Gordon Schmid	Yam
Gus Paull	Yam
SR AM	
Don Lockridge	Yam
SR NOV	
Otis Cecil	Kaw
Don Woolridge	Yam
LaVern Garton	Suz
SR BEG	
Ray Bonham	Yam
T.L. Brookshire	Yam
Richard Hurt	Yam

DRA Silver Cup Calif. City, CA. Sept. 4, 1976

By Dale Brown	
TOP TEN	
Bob Balentine	KTM
Tom Kelly	KTM
Tom Schell	Suz
Morgan Malocco	Yam
Monte Lee	Yam
Brad Henson	Yam
Gordon Schmid	Yam
Tom Mattox	Yam
Tim Plant	DMG
Monty Lee	KTM

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CENTRAL PIPELINE



Jeff McGraw (31) bites some Missouri soil. (Inset) Iowa's Randy Tyson (44) being hunted by Mike Lewis.

NMA National: Californians and the Bullet

By Dave Nielsen

SPRINGFIELD, MO., AUG. 20, 21, 22

Despite clouds of controversy, a dangerous track, and callous administration, the National Minicycle Association's Grand National Motocross ran this weekend at Clear Creek Park, and none of the over 400 entries was seriously killed. One look at the track layout and composition was enough to make a minibiker shiver, with a front straight of over a quarter mile, unsuccessfully slowed down by two WFO jumps, and

powdery, rock-filled soil generously covered with jagged sticks from shredded tree branches. Even folks from the Missouri area related that this was possibly the worst site for a National event, and that two Trans-AM courses lay within 150 miles of Clear Creek. Add to this indecorous track officials, ambiguous rules, alleged cheaters, and slanted NMA policies, and a fun weekend was had by all. Thank God the weather was nice. More bitching later, but let's see who did what between the Mickey Mouse starting "gate" and the checkered flag.

As expected, the mini-pro Californians won nearly every class, but for one outstanding exception, which occurred in the 9-11 year old 105cc Expert class. Highly touted Florida rider Mark Murphy (Yam) was upset by Ben Theriot, who displayed extreme courage battling both Murphy and a recently dislocated shoulder. After taking a painful second in 83cc Stock, "the

Bullet" edged Murphy in Sunday's third moto runoff aboard a scaled-down 100cc Honda Elsinore special, carrying first place gold home to Denham Springs, La. Far and away, Ben had dominated the South Central Region qualifiers, but with his shoulder injury, it was figured he'd have to wait for next year, especially after the joint came adrift during an 83cc Modified preliminary moto on Saturday. Sunday's Championship 105cc final saw the young Cajun, braced and heavily taped, take the holeshot, but after three laps, it was obvious that he was having trouble hanging on in the choppy, fifth-gear straight. Murphy closed in and passed for the lead, but Theriot kept the pressure on until Mark finally overshot a berm, and it was all over. Class contender Bryon Antonacci (Hon) of California went in with 2-1 marks from the prelims, but crashed to a 14th in the runoff, and ended an overall fifth, behind Theriot (1-2-1), Murphy (1-1-2),

PHOTOS BY DAVE NIELSEN

Phoenix-based Drey Dircks (Yam, 3-3-4), and Florida's Karl Jordan (Yam, 2-2-7).

Murphy was impressive in his sweep of the 9-11 83cc Modified, but young Darin Eames of Mesquite, Texas served notice for things to come, by gassing to an inspired 4-1-3 and taking second overall, while third and fourth went to Antonacci and Jordan. A grueling set, for sure, as quite a few riders competed in three classes. Antonacci held a blistering 1-1-2 pace in 83cc Stock to win it over Theriot (2-2-3), and west coasters Randy Harden (2-2-7) and Rick Johnson (1-12-1). Naturally, the universal bike in the Stock classes was the Yamaha YZ80C, the fastest mini off the floor to date.

Unfortunately, the NMA Championship program involved two motos for each divided class on Saturday, with the top ten from each division meeting in a single moto final on Sunday to fill in a three-moto score. Riders made points in each race separately, but more important, there was all of Saturday night available for modification of the machines, in addition to the fact that only frames were marked with a plastic strap at Tech inspection. No seals put on or serial numbers taken from the engines. In case you haven't got the drift, a machine could, and no doubt in some cases did, run anything in the world on Saturday and still, at the impound-teardown area Sunday evening, be as pure as the driven snow. A written protest accompanied by sufficient cash was presented on behalf of Mablevale, Arkansas rider Stormy Gartrell against Brian Myerscough's stocker on Saturday, but was refused by NMA pres Ron Henricksen. Mr. Henricksen flatly denied to us Saturday evening that this ever happened. As it turned out at the finish line, Californians Myerscough, Mike Brown, and Jeff Ward swept the 83 Stock, while Gartrell took fourth and grumbled a lot. The shame of it is that the same riders would have won anyway, even without any alleged extra horsepower. One must keep in mind, though, that many of the "name" riders are representatives of accessory firms bearing their names, and winning means a living to them and their families, and not just a bigger trophy. In another incident, two well-known California riders got into a fistfight Saturday, in full view of the crowd, over a centerpunch during a race, but were not kicked out of the meet by NMA, although the rules clearly prohibit unsportsmanlike conduct.

Speaking of rules, it's really sad that they seem to change in NMA racing so frequently. A sore spot in particular was the "DNF" scoring procedure, which went from confusing to ridiculous. In the Regional qualifiers we attended, any rider not finishing the required number of laps for any reason (lapped riders = DNF) got a score corresponding to the number of riders that started the moto, plus one. At this National, everybody got a finish position in relation to his number of laps completed, regardless of whether or not he took the checkered flag. This practice is similar to that of flat track, but unheard of in motocross, until now. The three days were filled with stories of inequity and unfairness, at least a percentage of which are probably true. Would you believe 20 black-flagged moto starts? Believe it. How about one or two flat tires in every moto caused by jagged rocks and shredded wood? Or the high injury rate, including Texan Derek Wedding, who snapped a collarbone after hitting a large rock in the track. Derek had more points from his Regionals in all three 12+ Expert classes than any rider in the country, but went down in his first practice session on Friday. Four to six laps practice, if you were lucky. Nine minute motos (six 1½ minute laps) to determine National Championships, while 10-15 minutes were taken with introductions and "parade laps." Sticks and streamers to mark the course. Announcer blaring constantly to go buy stuff from the concession stand, the

T-shirt stand, the track photographer, and the Bel-Ray man. A race track geared for speed and spectators. The local folks probably got a big kick out of the show.

A little harder to notice among the big boys in the program, but every bit as serious, were the 0-61cc classes. At least the kids' parents were serious. In any case, some of these little boogers could scoot pretty well, including micro-mini ace Randy Jones of Woodbine, Maryland, who smoked both stock and modified classes in the 6-8 age group. Ray Collins of Tennessee and Todd Inzinna of Tickfaw, Louisiana buzzed in for second in stock and mod, respectively, while in the 9-11 bracket, Italjet powered Paul Denis of California took the stock win over Houston's Shannon Kelley, and the modified group saw the world's fastest Honda MR50 only from behind, with JonJon Belisle taking another first for the Californians.

In 12+ Intermediate action, southern states riders John Moore, Art Rollins, and Scott Moore dominated the 83cc Stock class, while in 83 Mod, Reid Barnt of San Gabriel, California took a one-point decision over Clay Cauthorn of Del Rio, Texas, as Reid's 1-3-2 edged Clay's 5-1-1 marks. Some of these dudes looked as good as many of those in Expert, showing great improvement over just a few months.

Former Mini Champion Shaun Kelley of Houston barely missed a sweep of both the 100cc and 125cc Expert motorcycle classes, as a slow start and rough going in the pack put him third overall in the 125 after a winning 1-1-2 set in the 100 class. Darren Rhoten of Dodge City, Kansas burned the 125cc third moto to take the overall at 4-1-1 over Scott Hitt (4-1-3) of Berwick, Louisiana, Kelley, and brother Troy Rhoten (1-2-6).

The only hope for Honda XR75 fans in the 12+ 83 Mod Expert died along with Jeff Wards' ultimate 4-stroker in his first moto. Cause of death was undetermined, but was probably suicide in light of the recent Yamaha onslaught. Jeff was running with Brown and the rest, but pulled to a halt after only a couple of laps. Then it was all Flying Mike Brown and Brian Myerscough in their respective Saturday divisions, except for Pedro Perales' upset of Brown in their second go. After this flash of brilliance, though, the Tennessee rider faded to 15th in the final after going in with 4-1 finishes. Brown dominated Sunday's moto to lock up the victory while Myerscough had an unusually tough time with the pack and could reach no more than fifth behind Brown, Texan Kevin Jones, Californian Scott Burnworth, and Troy Fitch of Las Vegas. Brian's 1-1-5 was still good for second, with Burnworth third (5-2-3), and Jones' terrific second place ride netting him fourth at 4-12-2. One of the best races of the meet had come Saturday between Myerscough and Paul Emerson of Las Vegas, but Emerson eventually broke and ended a dismal ninth overall.

Rarely, maybe never has anyone ridden a minicycle better than Jeff Ward in the 105cc runoff. I mean, that kid ain't shut off yet! Trailing Brown and Myerscough for the first lap or two, he was out to prove that his 100cc mini-Elsinore would blow the Yamahas away, and I'm here to tell you that he picked them both off with sheer guts and daring, and was leading with less than 300 yards to go to the checkered flag when his front wheel hit a rock and dumped him on his nose. In a daze, Ward just sat and hung his head, while Myerscough drove by with it in the bag with 1-2-2 finishes. Brown had a shaky Saturday score, though, (9-3) and the moto win brought him only to fifth. The shocker proved to be Randy Tysor of Iowa, whose 1-5-3 put him solid in second over Scott Burnworth and Georgia-based Jeff McGraw, who came back from a severe endo off the straightaway jump to run sixth in the restarted final.

Results in Results Section.

INDIAN DUNES

2nd Annual Veterans Nationals

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Shadow Glen Course

Sunday, Sept. 26.....Motocross
International Track

gates open 7 am both days

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CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the

person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

September 16

CMC NIGHT MX
Fremont Rcw.,
Fremont, Calif. Gate open
4:30 pm, prac. 5:30-6:30
pm, race 7 pm. All classes
& OT. Vets, Women &
minis. Entry \$6 post. 166%
Ex. p.b. 30% brass. \$3000
rider med. ins. Norcal MX,
415/881-1039, 278-4269.

**CLASS A AMA
SPEEDWAY**
Folsom City Park,
Folsom, Calif. \$1200
purse. Div. I, Div. II
Scratch & Jr. program. \$3
wa ch. 415/327-4461.

CMC MOTOCROSS
Ascot, Gardena, Calif.
Gate open 5 pm, prac. 6-7,
race 7:30. Admission \$3.
HS students \$2. Free
parking. Trophies & prizes.
213/323-1142.

CRC MOTOCROSS
Corona Rcw., Corona,
Calif. First race 7:30 pm.
714/689-6114, 735-1705.

September 17

CMC SEMI PRO MX
Sand Hill Ranch, corner
of Camino Diablo & Vasco
Rd., Brentwood, Calif.
Prac. 6, race 7:15. Entry
\$7. 6 race series 1st prize is
Yamaha RD 60.
415/634-3328, 687-2159.

R.A.C.E. MOTOCROSS
Corona Rcw., Corona,
Calif. Fwy. 91 to Pierce or
Magnolia Ave. Prac. 6 pm,
race 7:30 pm. Entry \$5.
P.B. to Pros, 30% same day
brass. 714/735-1705.

SHORT TRACK
Benton Lane Park, N of
Eugene, Ore. to Jct. City,
W on Hwy. 99W to B.L.
Park. Prac. 6, race 7. Entry
Am \$4/Pro \$6. Guar. \$800
purse. 2 Pro classes;
250-400cc; 401cc & over.
503/998-8472.

AME MOTOCROSS
Indian Dunes, Valencia,
Calif. Int. track. Helmet
House Summer Series.
Finals on Labod Day
weekend. Sign up 6-7:30
pm, prac. 7, race 8. Entry
Spts. \$7, Pros \$10 post
only. 30% brass, 100% Pro
p.b. AME, PO Box 1421,
Reseda, Calif. 91335.
213/881-5778.

September 18

**CRC TT SCRAMS
& HALF MILE**
395 Cycle Park,
Adelanto, Calif. Gate open
5 pm, prac. 7, race 8 pm.
No memb. req. \$2 gate, \$6
race. Free ON camping. 20
% brass same day. All
classes welcome.
714/689-6114.

SHORT TRACK
Lodi Cycle Bowl, Lodi,
Calif. Sign up 4-6 pm, prac.
4:30-6 pm, race 7 pm, Ex.
100% p.b. plus added
purse. Entry \$4, Ex. add
\$2.50. Westside Eagles MC.
209/529-1620, 358-6789.

ELSINORE TT
Elsinore Raceway, Hwy.
71 at Lugonia, Lake
Elsinore City, Calif.
Beg/Ex sign up 6 pm, prac.
7, race 8 pm. Gate \$2, race
\$3. 20% brass. Clubs &
groups welcome, ride own
class. 714/674-5383,
826-2386.

September 19

**UEA TUFF 'E
NUFF '76 ENDURO**
Lined N of Red Mtn. on
Trona Rd., Calif. AMA
D-37 pts. Non D-37 memb.
welcome. Entry \$9.50
mail, \$11 post. 3 man team
add \$1 per rider.
A/B/C/W/D classes.
UEA, 17612 Beckwall
Lane, Huntington Beach,
CA 92649. 714/840-3409,
213/421-9179.

**B.O.S.S. CMC
SEMI PRO MX**
Sunnyvale PAL Track.
Alviso in Milpitas, CA. W
to Caribbean, N 2 blks on
R. Start 9 am. Entry
\$8/\$15. 100% Pro p.b.,
30% brass. All classes.
916/635-5240.

D-37 MOTOCROSS
395 Cycle Park,
Adelanto, Calif. Prac. 8
am, race 9:30. 3-15 min.
motos. Entry \$7 post only
non-D-37 memb. add \$2.
Gate fee \$2 inc. free ON
camping. C.R.C.
714/689-6114.

ITA TRIALS
Saddleback Park,
Orange, Calif. Sign up 8:30
am, trial 9:30 am. Entry
\$5 memb., \$7 non-memb.
All classes. Trials school
after event. 714/879-0570.

AMA MOTOCROSS
S.O.H.V.P. (formerly
McGills), Sacto, CA. Gate
open 6 am, race 9 am.
Entry \$8/\$15 Ex. 100%
p.b. Free ON camping.
S.V.S. 916/961-1211.

CRC MOTOCROSS
Indian Dunes, Valencia,
Calif. 3 motos & 30% brass
for Spts. 2 long motos
& \$ for Ex. All classes,
minis +30 & gals welcome.
\$3000 med. ins. Memb.
not req. Spts. \$7, Ex. \$10.
Non-memb. add \$2. Gate
open 7 am, prac. 8-9, race
9:30 am. 213/830-7519.

**INDOOR MC
SWAP MEET**
Great Western Exhibit
Center, Los Angeles, Calif.
9 am-2 pm. Thousands of
parts & acces. Adm. \$1.95,
kids 12 free.
213/588-7310.

**DRA HARE
SCRAMBLES**
California City, Calif.
Start 9 am. approx. 3x20
mi. 20% brass, fin. pins.
First race of Balentine
Bounty Series. \$500 to any
rider who can win 2 out of
3 races.
\$390 purse. Lined from
17 mi. N of 4/corners,
Hwy. 395, L side, also
from Cal. City golf cse.
714/373-4647.

**D-37 TT
SCRAMBLES**
Elsinore, Calif. Sign up 7
am, race 9 am. Entry
\$3.50, gate \$2.
Lightweights MC.
213/860-4565.

P.I.T.S. TRIALS
Murderers Gulch,
Auburn, Calif. Forrest Hill
exit-cross bridge — R on
Cool/Placerville Rd.,
follow signs. Novice/Beg
trials. Entry \$3-\$4. Start
10 am. 916/481-1262,
726-3838.

**D-37 HARE
SCRAMBLES**
Soggy Dry Lake, Calif.
Lined from Y-Cafe, enter
only by Bessemer Mine Rd.
10 am start. Entry \$7. 2-35
mi. loops. Beg. & Trail
Nov. 1-loop. 10% brass,
fin. pins. Capistrano Valley
MC. 714/831-2215.

**AMA SEMI PRO
SHORT TRACK**
Pioneer Arena, Oakdale,
Calif. Sign up 7:30-10:30,
prac. 9-11, race noon.
Entry \$3.50 ride, \$1.50
2nd bike. All classes
pee-wee to 360cc.
209/869-1457.

**D-36 SEMI PRO
SHORT TRACK**
Sears Pt. Speedway,
Sears Pt. Calif. Gate open 9
am, prac. 10:30, race
noon. \$3 watch, \$4 ride,
2nd bike \$2. White plates
free. \$2 Semi Pros, 25
cents ambulance. High Pt.
brass for Nov/Jr. Cash for
Ex. 8 race series.
415/321-5323, 323-5055.

MOTOCROSS
Edwards AFB, Corner
Forbes & Lancaster Ave.
Edwards AFB, Calif. Sign
up 7-8 am, race 9. Entry
\$6/\$8 Ex. Sameday brass.
Gift cert. to 1st \$2nd Ex.
Free ON camping. Desert
Wheels MC. 805/258-4250.

CMC MOTOCROSS
Saddleback Park,
Orange, Calif. Jr/Int \$7
mail, \$10 post. Pros \$12
mail, \$15 post. Gate open
7:30 am, sign up
7:30-8:30, prac. 8-9, race
9:30. CMC, PO Box 1402,
Costa Mesa, Calif. 92626.
714/557-3323.

AFM ROAD RACE
Ontario Motor
Speedway, Ontario, Calif.
Take I-10 E of Ontario to
Haven exit. Gate open
7:30 am, prac. 9, race 1
pm. All classes. Four \$100
purse races: 125 GP, Open
GP, 410 Production, 750
Production. Camber
Company Superstreet
series. Short course, run
backwards. AFM, 13813
Caulfield Ave., Norwalk,
CA 90650. 213/921-5667.

**AMA U.S. NAT'L 4-
STROKE CHAMIONSHIPS**
Carlsbad Rcw.,
Carlsbad, Calif. Gate opens
7 am. Entry \$8 Spts. \$12
Pro solo; \$17 Pro
sidcar. Sportsman classes;
125/250 Open & OT. Pro
classes 250/360/Open &
sidcar. Post entry ok,
4-strokes only. \$600 Pro
purse, \$2000 merchandise
awards, brass for AM.
Carlsbad Rcw., Dirt Bike
Promotions & Knobby
Shop Int. PO Box 1592, La
Jolla, CA 92038.
714/452-1783, 560-0426.

MARATHON
Corner Vasco & Camino
Diablo, Brentwood, Calif.
2 laps of prac. 9:30 am,
race 10 am. Approx. 5 mi.
long. 100/125/250/Open
will run at 10 am for 2 hrs.
Will be scored separately.
Race over at 12 pm.
415/687-2159, 634-3328.

MC SWAP MEET
Great Western Exhibit
Center, Santa Ana Fwy at
Atlantic on Eastern Ave. 9
am-2 pm. \$8 for 10x20'
selling space. Reservations
must be made by mail in
advance. RGG Canning, PO
Box 400, Maywood, CA
90270. 213/588-7310.

Central

**GNC MX
QUALIFIER**
The Trick Track,
Lubbock, Tx. 2 1/2 mi. S
Idalou, Tx. on FM 400.
\$699 purse. Gate open 9
am, race 1 pm. Entry \$7.
806/747-1691.

September 24

**AMA PRO
HALF MILE**
Ascot Park, Gardena,
Calif. \$1200 purse.
Nov/Jr/Ex program. First
race 8 pm. Adults \$3.50;
Jr. \$2.50; Kids 9-13 \$1
under 8 free.
213/321-5323, 323-5055.

CMC SEMI PRO MX
Sand Hill Ranch, corner
of Camino Diablo & Vasco
Rd., Brentwood, Calif.
Prac. 6, race 7:15. Entry
\$7. 6 race series 1st prize is
Yamaha RD 60.
415/634-3328, 687-2159.

AME NIGHT MX
Indian Dunes, Valencia,
Calif. Sign up 6-7:30 pm,
prac. 7, race 8 pm. Entry
Spts. \$5/Pro \$10. Post
only. Memb. req. \$8. 100%
Pro p.b., 30% brass. \$4000
med. cov. AME, PO Box
1421, Reseda, Calif.
91335. 213/581-5778.

September 25

ELSINORE TT
Elsinore Raceway, Hwy.
71 at Lugonia, Lake
Elsinore City, Calif.
Beg/Ex sign up 6 pm, prac.
7, race 8 pm. Gate \$2, race
\$3. 20% brass. Clubs &
groups welcome, ride own
class. 714/674-5383,
826-2386.

SHORT TRACK
Benton Lane Park, N of
Eugene, Ore. to Jct. City,
W on 99W to Park. Prac. 6
pm, race 7 pm. Entry \$4.
O.N. camping.
503/998-8472.

CENTRAL

SHORT TRACK
The Trick Track,
Lubbock, Tx. 2 1/2 mi. S of
Idalou, Tx. on FM 400.
Gate open 4 pm, race 8
pm. Entry \$7. \$499 cash &
brass. 806/747-1691.

September 26

**3rd ANNUAL HOOK
& LADDER ENDURO**
California City, Park C.
Lined from Cal City Golf
Course to pit site. 2 loops,
approx. 60 mi. family fun.
Mail entry \$10, minis \$8,
post entry \$12. First out
7:01 am. A/B/C classes +
-16 Cs. PP & minis go 1
loop. 100% brass to all
minis -16 yrs. on 0-80cc
bike. 15% brass all others.
Fin. pins. Expo '76 Tent
opens Fri. Entries close
Sept. 10, 1976. 2/sase to
Women's Aux., Pasadena
Fire Dept., 5226 N.
Golden West Ave., Temple
City, CA 91780.
213/287-4471.

MINI MOTOCROSS
Ponderosa Inn, 15 mi. E
of Lancaster, CA on Ave.
J. Start 1 pm, entry \$5.
Brass to 50% of entry.
Classes: Indian 50,
Honda/Yam 60, Honda 75,
Yam/Suz 80. 3-10 min.
motos. Greyhound MC.
213/360-9287.

**PONDEROSA HARE
SCRAMBLES**
15 mi. E of Lancaster,
CA on Ave. J. Start 10 am.
Entry \$6. 4-8 mi. loops.
Brass to 40% of entry, all
classes. Seniors too.
Greyhound MC.
213/360-9287.

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**October 3rd
\$1,000 Purse MX**

125-250-Open Experts — Men

Feature—

All new Pro Women's Division for cash payback

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30% Trophies for Sportsmen
Cash payback for 100cc bikes

Entry:
125-250-Open Experts \$15.00
100cc Experts \$10.00
Pro Women \$10.00
All Sportsmen \$ 7.00
All non members add \$2.00

CRC info: 213-830-7519

D-26 2nd ANNUAL FOX TROT H&H
17 mi. S of Eureka, Utah, limed from Nephi & Eureka, Jerico Sand Dunes area. 90 mi.-3 loops. Start 10 am. Entry \$11/\$6 minis. Minis go 1 loop. Closed course. All classes. Utah Desert Foxes. 800/255-5507.

AFM ROAD RACE
Sears Point Rwy., Hwy. 37 & 121 in Sonoma County, Calif. All classes. Pre entry by Sept. 22. \$15 first bike, \$7 extra class. Post \$18/\$8. Gate open 8 am, prac. am, race pm. AFM: 6548 Wyndham Dr. No. 2, Sacramento, CA 95832. 415/938-3178, 547-2947.

T.M.R.A. STATE 1/4 MI CHAMPIONSHIPS
Benton Lane Park, N of Eugene, Ore. to Jct. City, W on 99W to Park. Prac. 12 pm, race 1 pm. Entry \$6 per bike. 2 Pro classes, 250-400cc, 401-Open. \$800 Pro purse. All other classes plus minis. T.M.R.A. 503/998-8472.

ROCKINSTRAP GP
20 mi. N in US Hwy. 60 from Globe, AZ, watch for signs. 100 mi. desert race. 4-25 mi. loops, 20% brass, free beer at finish. All classes. 9 am start. Entry \$13.50 pre, \$20 post. 605 South 2nd St., Globe, AZ 85501. 602/425-9253.

D-37 HARE SCRAMBLES
Limed 20 mi. N of 4-Corners, Calif. on Hwy. 395. 9 am start. Approx. 80 mi. course. Trail Nov. 1-loop. Challenging cse. for Beg. Entry \$7. Shamrocks MC. 805/527-9259.

DESERT BUMS D-36 HARE SCRAMBLES
Sparks, Nev. I-80 to Pyramid Rd. turn-off, near the Nugget, N on Pyramid Rd. for approx. 15 mi. to race. Rider meeting 10 am, race 10:30 am. 90 miles. 5-18 mi. loops. Entry \$12, mail or post. 20% brass. Desert Bums MC. 702/329-9264, 358-2387.

CRC GOLD MEDAL GP
Corona Rwy., Corona, Calif. Gold medals to all finishers. Brass to all classes (no cash). Beg/Nov/Int/Ex/Vets/Women/4-stroke race & Special team race. Long & fast course \$10 post entry only. Non-memb. add \$2. 714/689-6114 days.

CMC SEMI PRO MX
Sand Hill Ranch, Brentwood, Calif. Corner Camino Diablo & Vasco Rd., Brentwood, Calif. Entry \$8. Prac. 6, race 7:15. 415/634-3328, 687-2159.

AME MOTOCROSS
Indian Dunes, Valenica, Calif. Gate open 7 am, sign up 7-8:30, race 9 am. Entry \$7/\$12 mail, \$10/\$15 post. Memb. req.

\$8, \$4000 med. cov. 30% brass. AME, P.O. Box 1421, Reseda, CA. 91335. 213/881-5778.

MOTOCROSS
Cycle Haven, Long Beach, Calif. Across from L.B. Naval Base, 1 blk E of Vincent Thomas Bridge. Prac. 7:30 am, race 9 am. Entry \$6, gate \$1, Pros \$10. 33% brass. \$3000 med, ins. 213/832-6844, 547-1818.

Central

3rd ANNUAL ANTON GP
Anton, Texas. 3 mi. S of Anton on FM 168. \$1000 in brass, cash & prizes. Minis, PP, Men's & Ex. classes. First race 10 am. Pre entry \$6/\$10/Ex \$15. Pre entry cut off Sept. 20. Post entry \$8/\$15/Ex \$25. Mail to West Texas Boondockers, Box 2261, Lubbock, Texas 79408. Free ON camping. 806/832-4766, 747-3505.

WEST TEXAS 100 NATIONAL ENDURO
Crane, Texas. 30 mi. S of Odessa (I-20) on N edge of Crane in campgrounds. Starts 8:01 am. Entry \$10. Permian Basin MC Assn., 2714 Colonial, Odessa, TX 79762. 915/362-3376, 366-7024.

MOTOCROSS
Mt. Zion Rd. off Hwy. 287, betwn. Decatur & Alvord, Texas. Prac. 7:30, race 10. Entry \$8 Ex., \$5 Int., \$4 Nov. Split prog. \$1000 purse. 817/427-2663 after 6 pm.

October 1

AMA PRO HALF MILE
Ascot Park, Gardena, Calif. \$1200 purse. Nov/Jr/Ex program. First race 8 pm. Adults \$3.50; Jr. \$2.50; Kids 9-13 \$1 under 8 free. 213/321-5323, 323-5055.

October 2

ELSINORE TT
Elsinore Raceway, Hwy. 71 at Lugonia, Lake Elsinore City, Calif. Beg/Ex sign up 6 pm, prac. 7, race 8 pm. Gate \$2, race \$3. 20% brass. Clubs & groups welcome, ride own class. 714/674-5383, 826-2386.

Central

1st ANNUAL ASPENCADE OBSERVED TRIALS
Two Rivers Park, downtown Ruidoso, N.M. Riders meeting 9:30 am, trials start 10:30 am. Entry \$5/\$3 Jrs. Six classes - Sponsored by Aspencafe MC convention & Ruidoso Hondo Valley C of C. 505/257-2919.

October 2-3

THE LAST DRA CALIF CITY GP
California City, Cal. \$5000 cash & contingency. 25% Beg. brass, 20% N/A/Ex brass. Fin. pins., dual DRA pts. Sat. Beg. PP, Minis/3-wheel/0-200 Nov/Sr, Nov/Adv PP. 60 mi.: Sun. 250/Open Nov. 80 mi. All Am/Ex 100 mi. 350 rider limit per race. Mail \$20 & 2 sase to DRA, PO Box 2605, Calif. City, Cal. 93505. This is 2nd of Balentine Bounty Series. 714/373-4647.

AMA NATIONAL RR
Riverside Rwy., Riverside, Calif. The Mulholland Shock Absorber Challenge Cup. Final RR of the year in National comp. Race day ticket \$9/\$8 in advance; 2-day ticket \$12/\$10 adv; Superticket \$15. Under 12 free. Free ON camping. Free grandstands. Trippe Cox Assoc., PO Box 16277, Irvine, CA 92713. 714/752-6686.

October 3

CAL STATE 100 END.
Camprock Rd., Lucerne, Calif. Limed from Y-Cafe in Lucerne, 4th annual D-37 pt. run. Start 8 am. Entry \$9.50 + \$1 team. 714/557-0754.

Central

10th ANNUAL 8-HOUR DESERT MARATHON
29 Road & I-70, Grand Junction, Colo. \$6000 + purse. Classes: 125-250-Open. 9 am-5 pm. No Ama or Ex div. Entry \$50 per bike before Sept. 25-\$75 after Sept. 25. Post enter till 8 am race day. Cash & brass for 1st OA & 1st in each class. 2 riders 1 bike. Special class iron person brass. Desert Scramblers, Box 411, Grand Jct., CO 81501. 303/245-3415.

October 9

AMA NATIONAL HALF MILE ASCOT
Ascot Park, Gardnea, Calif. Camel Pro Series and AMA Grand National pts. First race 8 pm, Gate open 5 pm. Adults \$6.50, kids \$3.25. Reserved seats \$8 adults, \$4 kids thru all Ticketrons. 213/321-5323, 323-5055.

October 10

CRC TENDERFOOT ENDURO
California City, Calif. Family enduro. A, B & C riders welcome. 2 loops, 20% brass. Minis, women, C riders - 16 go 1 loop. Mail \$11 & 2 sase to CRC, 7601 Arlington, Riverside, CA 92503. \$2 discount to CRC memb. Family teams free. 2&3 man teams add \$1 per rider. Post entry \$13. 714/689-6114.

4-STROKES ONLY

THUMPER'S!

CARRERA

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4-STROKE MOTOCROSS NAT'L CHAMPIONSHIP

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SUNDAY SEPT. 19th

CARLSBAD RACEWAY

- TOMMY CROFT
- RICK BURGETT
- JOHN HATELEY
- MIKE BELL
- GUNNAR LINDSTROM
- ROLF TIBBLIN
- FEETS MINERT
- JACK HATELEY

Carlsbad, Calif (1-5 to Palomar Airport Rd-East to Track)
Tickets at Gate (\$4.00-½ price under 12). Open 7am • 1st Moto 10:30 am. For Info & Entries (714) 452-1783. Post Entries OK.

KEEP ON GASSIN' IT!



RACE SCHEDULE

Sept. 19 - De Anza
Sept. 26 - Saddleback
Oct. 3 - Carlsbad
Oct. 10 - Saddleback

INFO 714-581-2778

8 Europeans!

TRANS AMA
SADDLEBACK Nov. 7
INFO 714-494-6568

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your name and phone number (so we can check back with you) and mail it in plenty of time for it to reach us by noon Thursday, in order for it to appear in the next week's Calendar section. The more weeks it runs, the better you look - so get it in early! No phone calls, please. We can only guarantee accuracy on items we get in writing.

Date of Event

Time of event

Type of event (TT, MX, Enduro, etc.)

Entry fee

Sanction

Location

Mailing address

How to get there

Additional information

Your name

Number to call for info
(with area code)

18th Annual Dirt Diggers Grand Prix



HOPETOWN
ALL ENTRIES WELCOME

No Cards or Membership Required
No Early Postmarks
1st Come 1st Serve
No Points

New Race Date-
Oct. 23
Oct. 24

Silencers mandatory, I.R.R.C.
Radio Crew. Entries open
Sept. 13 - Close Oct. 9. No
cards or membership
required. Send 2 legal size
self-addressed stamped
envelopes. One entry per
envelope only. \$12 - No post
entries. But if you
insist.....\$100. No
Refund.

Send any standard entry form
(under 18 yrs. must have notarized
parent signature)

Saturday
100, 125, 126 - 200, 250
DDMC

8228 Sale Ave
Canoga Park, CA 91304

Sunday
350, 500, Open, Hacks, Old
Timers, & Powder Puff
DDMC
12051 Kirkcoln Ct.
Northridge, CA 91326

Ride With The Best

Continental Moto-Sport Club

1st and 3rd SUNDAYS - SADDLEBACK
Jrs., Inter.: \$7 mail, \$10 post; Pros: \$12 mail,
\$15 post Gate opens 7:30, sign-up 7:30-8:30,
practice 8:00-9:00, first event 9:30
2nd and 4th SUNDAYS - CARLSBAD
Jrs., Inter.: \$7 mail, \$10 post; Pros: \$12 mail,
\$15 post Gate opens 6:30, sign-up 6:30-8:30,
practice 7:30-8:30, first event 9

Every other Wed. Night starting June 16th
South Bay Park Speedway

ALL 5th SUNDAYS - SADDLEBACK
EVERY FRIDAY NIGHT - IRWINDALE

CMC LICENSE REQUIRED \$8.00 PER YEAR

\$3000.00 MEDICAL INSURANCE

CMC NO.1 RECEIVES NEW VAN!!

CMC Box 1402
Costa Mesa, Ca.

(714) 557-3323 MON-FRI 10am-3pm **92626**

• **CRC** •

Adelanto Grand Prix
Thanksgiving Weekend

Nov. 27 & 28

Thru the streets
& including Hwy. 395
714-689-6114 Days

**Increase sales
this week!**

Call or write today for
information on
"Advertising That Works."

**CYCLE
NEWS**

Call

213-636-8844
213-427-7433

**Racing
World**
at
ESCAPE COUNTRY

Trabuco Canyon, CA 92678

Sat.-Sun. Racing

Every weekend.

Overnight parking available.

Non-members welcome.

Coming events:

Sept. 18 - MX

Sept. 19 - MX

Sept. 25 - MX

Sept. 26 - \$1,000 MX

Sept. 26 - Plonkers Trials

Call 714-521-6400



SADDLEBACK

Saturday Motocross

\$3,000 Medical Insurance

2-30 minute motos-Jrs. & Beg.

2-40 minute motos-Int. & Pros

\$500

Guaranteed purse
Sept. 18

24 hour Info. Call 714-830-8010

Gate opens 7:30, Practice 8:00

Race 9:00, Finished by 2:30

Beg., Jrs., Int., \$8.00, Pros \$13.00
No Membership or mail entry required

Not affiliated with Saddleback Park

Race with AME



Indian Dunes

Sunday, Sept. 26
Every Friday Night

+ Youth Division
(Pee Wee thru Minis)
at all events

213-881-5778



Race Schedule

213-830-7519

Sept. 19 - Indian Dunes

Sept. 26 - De Anza

Oct. 3 - Indian Dunes

Oct. 10 - Escape Country

REGULARLY SCHEDULED EVENTS

To list your regularly scheduled event, fill in
the calendar blank and your event will run
until cancelled. Free of charge.

WEST

Motocross

ASCOT
Gardena, Calif.
213/323-1142. CMC MX
every Thursday night.

CANYON RACEWAY
Phoenix, Ariz.
602/992-0359. Every
Sunday.

CARLSBAD RACEWAY
Carlsbad, Calif. 1st &
3rd Saturdays "Pro Pot
Purse" days; 1st Sunday
AMC; 2nd & 4th Sundays
CMC; 3rd & 5th Sundays
AMA Dirt Bike Promo.
714/727-1171.

CORONA RACEWAY
Corona, Calif. R.A.C.E.
MX. 714/735-1705. Open
MX every Friday night.

DeANZA PARK
Sunnyside, Calif. Every
Saturday & Sunday.
714/653-2633, 735-1301.

EUGENE MX
Eugene, Ore.
503/344-0140. Every
Sunday.

FREMONT RCWY
Fremont, Calif.
415/881-1039, 278-4269.
Nite MX every Thursday.

INDIAN DUNES PARK
Valencia, Calif.
805/259-8000. AME 2nd
& 4th Sundays. AME every
Friday night.
CRC-NMA MX every
Wednesday nite, 8 pm.
213/830-7519.

IRWINDALE RACEWAY
Irwindale, Calif. CMC
Nite. 714/557-3323. Every
Friday.

LIVE OAK RCWY
Yuba City, Calif.
916/674-3109, 674-3094.
D-36 Semi Pro MX every
Saturday nite.

ORANGE COUNTY
INTERNAT'L RCWY
East Irvine, Calif. CMC
nite MX. Every Wed
714/559-0199 AMC every
Friday nite. 714/581-2778.

RACING WORLD MX
Escape Country,
Trabuco Cyn., Calif.
714/581-6400. MX every
Sunday.

SADDLEBACK PARK
Orange, Calif.
714/558-1584. AMC MX
2nd & 4th Sundays: CMC
MX 1st, 3rd & 5th
Sundays: SAM MX every
Saturday. ITA Trials every
1st & 3rd Sunday 9:30 am.
714/879-0570.

SANDHILL RANCH
Brentwood, Calif.
415/634-3328, 634-2086.
CMC MX every Sunday.

SOUTH BAY PARK
Chula Vista, Calif.
714/420-7414. CMC MX
every other Wed. night.

SPILLWAY PARK
Santa Maria, Calif.
805/937-4043. AME MX
every 1st Sunday. AMA
MX every other Sunday.

Dirt Track

CORONA RCWY
Corona, Calif.
714/735-1705, 689-1913.
Half-Mile, ST & TT every
Wed. nite.

CYCLE LAND SPDWAY
Chico, Calif. CMC
Sportsman Short Track
every Saturday night.
916/342-9302.

ELSINORE RACEWAY
Lake Elsinore, Calif.
Night TT. 714/826-2386,
674-5383. Every Saturday
night.

FREMONT RACEWAY
San Jose, Calif. Every
Wednesday night Short
Track. 415/651-2545,
327-4461.

MANZANITA SPEEDWAY
Phoenix, Ariz.
602/276-7575. AMA TT
Wednesday night.

MEDFORD RACEWAY
Medford, Oregon.
503/779-7779. AMA
Sportsman Short Track
every Friday nite 8 pm.

395 CYCLE PARK
Adelanto, Calif.
714/246-6109. TT & H-M
every Saturday nite.

WEST CAPITOL RCWY
West Sacramento, Calif.
Semi Pro TT every Friday
night. CMC. Ends Sept. 10.
916/961-7484, 371-3050.

Speedway

CAL EXPO
Sacramento, Calif. AMA
Class A Speedway every
Friday nite. 916/489-0476.

SPEEDWAY
Hanford, Fairgrounds,
Hanford, Calif. SRA every
Fri. night. 209/683-7730.

CENTRAL

Motocross

ANTELOPE CREEK MX
Borger, Tex.
806/273-6571, 857-3733.
Every 2nd Sunday.

AUSTIN MX PARK
Austin, TX. Pro-Am,
512/451-2326. Every 1st,
3rd & 5th Sunday.

BARRON FORD MX
Tahlequah, Okla.
918/456-8421. Every 1st &
3rd Sunday.

BIG BLUFF MX
Wellington, Texas.
806/447-2101. MX every
first Sunday of month.

BIG DUD
Albuquerque, N.M.
505/298-7013. First
Sunday.

CENTEX MX PARK
Cameron, Texas.
512/446-3282. AMA MX
every 2nd & 5th Sunday.

COAL CREEK RCWY
Lafayette, Colo.
303/443-0825. 2nd
Sunday.

CNTY LINE CYCLE PARK
Irving, Tex. Pro/Am
every 2nd Sunday.
214/438-1919,
817/461-3710.

CYCLELAND MX PARK
Roland, Okla.
Am/Ex/mini 2nd Sunday
each month.
501/783-5822, 646-2148.

GET SIDEWAYS
MX PARK
3 mi. S of Jct. Hwy. 66
& I-20 then 3 mi. W Tyler,
TX. 817/277-9917,
817/267-9153. MX every
4th Sunday.

HI-NOON OPTIMIST MX
Big Spring, Tex.
915/263-1278. Pro-Am.
Every 2nd Sunday of
month.

INDIAN TERRITORY
RACEWAY
Prague, Okla.
405/567-2241. 1st & 3rd
Sunday.

KLEBERG PARK MX
Kingsville, Tex.
512/595-5266, 592-1902.
Every 1st Sunday.

K & R PAULS VALLEY
Pauls Valley, Okla.
405/484-7546. Every 1st &
3rd Sunday.

LAKE WHITNEY
CYCLE RANCH
Lake Whitney, Tex.
817/694-2901. Every 4th
Sunday.

MANSFIELD RCWY MX
Mansfield, Tex. Every
Friday night thru Sept.
817/267-9153, 237-8138.
MIDADO RACEWAY
Stephenville, Tex. Cross
country every third
Sunday of month.
817/965-6179.

MOSIER VALLEY
MX PARK
Eulless, Tex. Pro-Am.
817/267-5193 or
277-9917. Every 1st, 3rd &
5th Sunday.

MOTORCYCLE RACEWAY
Oklahoma City, Okla.
405/677-1381. MX every
Saturday nite.

OAK HILL
Between Alvord &
Decatur, Tex.
817/427-2663. Every 2nd
& 4th Sunday.

OAK RIDGE PARK
Lufkin, Tex. Pro-Am.
713/634-3122. First
Sunday.

OAK TREE MX PARK
Danbury, Tex.
713/849-4461 or
922-1145. AMA every 2nd
& 4th Sunday.

PARADISE VALLEY
MX PARK
Alvarado, Tex.
817/834-0571, 834-8053.
MX every 2nd & 3rd
Sunday.

RED RIVER MX
Bulcher, Tex. AMA
D-20 Pts. every 1st & 3rd
Sunday each month.
214/272-6165.

RIO BRAVO PARK
Houston, Tex.
713/991-3230 or
458-0090. Every 2nd, 4th
& 5th Sunday.

SAN ANGELO MX
San Angelo, Tex.
915/655-5061. Every 3rd
Sunday.

SAN MARCOS MOTOPARK
San Marcos, Tex.
512/392-5979. Every 2nd
& 4th Sunday.

SEMINOLE COUNTY
MX PARK
Seminole, Okla. Pro-Am.
405/382-5818. Every 1st &
3d Sunday.

SOONER MX PARK
Amber, Okla. Amateur.
405/672-9629, 239-8532.
Every 1st & 3rd Sunday.

SOUTHWEST MX PARK
Lockhart, Tex.
512/398-3328. Every 4th
Sunday.

SQUABBLE CREEK
Rockwall, Tex.
214/272-6376. Every 1st,
3rd & 5th Sunday.

THUNDER VALLEY MX
Stillwater, Okla.
405/372-7222.

TWIN OAKS PARK
Claremont, Okla.
918/341-1143. Every 2nd
& 4th Sunday.

TURNPIKE MOTOPARK
SE corner Dallas/Ft.
Worth Turnpike, Callas,
TX. 522-5120. MX every
2nd & 4th Sundays

Dirt Track

BAYTOWN RACEWAY
Baytown, Tex. Pro-Am.
713/576-6025. Every
Sunday.

BUFFALO PARK
Carrollton, Tex. AMA
ST every Sat. night. Pro
race every 1st Sat.
214/241-1359, 242-8117.

COLO. NAT'L SPDWY
Erie, Colo. Pro-Am.
303/443-0825. Every 1st &
3rd Friday.

DeANZA RACEWAY
Claremore, Okla. Short
Track. 918/446-6650.
Every Friday night.

ROSS DOWNS
Garland, Tex. AMA Am
Short Track every Friday
night 8 pm. PO Box 813.
Garland, TX 75040.
214/276-0409.

Hillclimb

LAKE WHITNEY RANCH
Lake Whitney, TX.
Texas Hillclimbers Assn.
214/337-7534. First
Sunday.

WANT ADS



**Hey 4-wheelers & vanners!

For sale: 4 Jackman white off-road rims — size 15x10 plus 4 Maxi-Trak off-road tires — size 15x11 .5-lug, were on GMC van. Locks and lugs may be included. Sold for \$410, asking \$350 or B.O. Virtually new! (213) 421-4904. (35/TFN)

AJS, Matchless, BSA, Triumph

etc. Large inventory of spares & cycles. Complete restoration and maintenance service. Symonds Cycles, 5221 Laurel Cyn. Blvd., No. Hollywood, CA 91607. (213) 762-6368. (24/TFN)

'76, 360 Husky & '73 DKW 125

Must sell Husky. Ridden 5 times, has extras, \$1300.00 or best offer. DKW \$225.00 or best offer. Call after 7 p.m. or weekend (714) 994-4207. (36/2x)

M/C dealer Kawasaki, Los Angeles County

Very good profits. \$50,000.00 down. (213) 447-5435. (34/4x)

Save \$\$\$ on a dyno

Virtually new Hartzell MK III with all accessories. Must sell — we need the space. Asking \$1800. Santa Maria (805) 922-3871.

Manager/Purchasing agent

Motorcycle accessory store & mail order business is looking for right individual. Must have experience in inventory control/purchasing/retail display. Initial compensation determined by level of experience in reason earnings. Direct confidential letter of inquiry, with complete employment and salary history. Cycle News, P.O. Box 498 Dept. RC1-2, Long Beach, CA 90801. (35/3x)

Race winning

TZ 250 Yam., excellent cond. New slicks, spares, \$1500 or best offer. (213) 249-4862.

Harley-Davidson mechanic opening

Set up and custom work. Call R. Hutchins (213) 749-6235 L.A.H.D. (32/TFN)

'75 Maico GP replique 250

Excellent condition, stored one year. Must sell, \$725. (714) 838-4209. (36/2x)

Mooch deals

"Munari & Norstar Boots" \$59.95

Close out on odd sizes, \$51.95. Call for sizes. S & L Yamaha, 5938 Pacific Blvd., Huntington Park, CA 90255. Will ship anywhere. (213) 587-7244. (20/TFN)

Attention: "Salesman & Rep.'s"

Many territories open — Large inventory of trick merchandise. We pay top commission. USC Motorcycle Accessories, P.O. Box 2219, Universal City, TX 78148. (512) 658-1061.

New Huskies

S & L Yamaha, 5939 Pacific Boulevard, Huntington Park, CA. (213) 587-7244.

1976 Yamaha YZ125C

Late model, like new. Must see, \$635. (213) 973-0436 or (213) 973-2045. (36/2x)

'75 Ossa Phantom

Less than 50 miles, perfect condition, \$925.00. (714) 635-7507 days, (714) 995-2446 eves. (36/2x)

Bell Star helmet

Orange, worn only twice, like new. Size 7-12 vision. Great deal, only \$35.00. (714) 761-3178 or contact Shari at Biker (213) 595-4753. (33/TFN)

Akront aluminum alloy rims

18 & 19-inch, 40-spoke. New, still in carton, \$30.00. Contact Gino at "Biker", newsmagazine office. Phone: (213) 595-4753.

1967 Kawasaki F2-TR parts

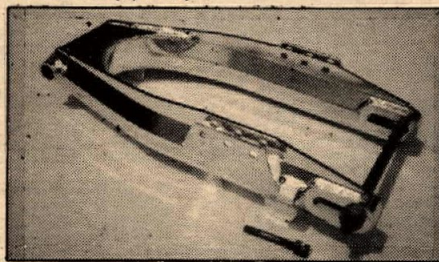
Engine, gearbox, swingarm, frame, etc. Also "Gyt kit" cylinder, piston & head. Call (213) 427-7433 ask for Mr. Nor Velle. (10/TFN)

Finisher pins

Most of the Finisher Pins you're wearing we made — Now — Buy factory direct. Save 20%. Cal-Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987.

Shoestring wheel works

Wheels laced, \$16.00. Trued, \$6.00. Wheel off machine tire off. Call for appointment. (213) 439-8239. (2/TFN)



CROSS UP INC. announces a new aluminum swingarm for all CR125 Hondas. Twice as strong and 30% lighter than stock. Available at your local dealer or direct from CROSS UP for \$129.95. CROSS UP INC., 117 West "B" St., Wilmington, CA 90744. (213) 549-6800. (29/TFN)

Cycle trailers... \$176 & up

Major brand 2 & 3 rail + custom 4 & 5 rail trailers — small or large wheels. Hitches installed. Call for LOWEST PRICES. MSC (213) 767-1757. (34/TFN/E.O.I.)

New Staracer framed TT500

Bestor forks — Barnes wheels — Airheart disc — K&N's. Ready to race, \$1900.00, without engine, \$1200.00. Have extra spools — tires — stock frame — etc. You call — we'll deal. (303) 468-1156. (36/2x)

Attention salesmen!!

Calling on dealers? Now you can add to your income. START your customers as BIKER dealers. For details, write to Biker Magazine, Box 2610, Long Beach, CA 90801. Attn: R. L. Nor Velle. (46/TFN)

'71 Triumph 650cc

Complete stock, looks new. \$950.00. Call anytime (714) 894-1990. (35/TFN)

1976 Yamaha YZC 125

OCC monomond 8 1/2", kitted forks, FMF up-pipe, new sprockets-chain-tires, G.P. seat, K.N. filters. \$625.00. After 6 p.m. (213) 886-5107. (36/3x)

Speedway dealers wanted

For the fastest growing U.S. Sport — Open to all franchised dealers — Call for details (213) 772-1647. (25/TFN)

Female owned 125 Yamaha MX

Good condition, runs great, must sell, \$275.00 or trade for X-R 75 or equivalent. Call anytime (213) 371-1432. (37)

'73 Yamaha 360 MX

Showroom condition, strong, reliable, Terry fork kit, Curnutt shocks, J-bars, skid plate, 36 Mikuni, new Uni-filter, 350-21 & 460-18 Cheng Shins, new D.I.D. chain and chain tensioner, see to appreciate — \$500. After 6 p.m. (714) 595-8343. (37)

'68 HONDA S90, street or dirt, runs good, \$100.00. (714) 630-3477. (37)



Russ Darnell likes

his new prescription goggles. You will too! Write Ellie Taylor's Goggles, P.O. Box 5023, Santa Barbara, California 93108. (33/E.O.I./4x)

1973 CARABELA with 125 Sachs engine, needs bottom bearing, \$60 or ? (213) 240-2716. (37)

'69 EL CAMINO, 23 MPG, FM, A/C, nu eng., tires, paint, \$1475. (714) 299-0278. (37)

'75 HONDA MR175, under 400 miles, xint., xtras, \$700.00. (213) 567-4563. (37)

'75 RD360 Yamaha, \$850

Clubmans, rear sets, Boge shocks, stock parts, consider Triumph trade. (213) 374-5022. (37)

250 DT1 Yamaha, \$300

Fresh motor, plastic fenders & 3 gal. tank, new tire. Days (213) 639-3865 or (213) 374-5022. (37)

Must sell now!!!!

All stored 3 yrs.+. Impeccable, reliable, '73 250 MX, Yamaha, laydown Curnutts, extras, \$425. '72, 100 Kawasaki racer w/dual or single 35 pumpers, reeds, nu eng., 158 lb., 1st \$125. 1971 Kawasaki street 350, extra engine, needs cables, battery, \$150. (714) 299-0278 or (213) 837-4043. (37)

1976 Husky 360 CR

Ridden less than 4 hours, 3 gal. desert tank, helmet, boots, leathers, tools. A-1 condition. Must sell — make offer. (714) 925-1140. (37)

Ossa super Pioneer

Marzocchi shocks, Hoss air box, plastic fenders, calibrated V.D.O. speedo, new rear knobby fork kit, many more extras!!! \$895 firm. (714) 787-9005. (37)

Cheney Honda chassis kit

New chassis kit, will accept XL250 or 350 engine. Complete less engine, \$1200.00. Cheney Products, 215 Highland, Burlingame, CA 94010. (415) 347-4758. (37)

'75 Harley-Davidson SX 175

Street and dirt, good cond., 1600 orig. mi., knobbies, \$550.00 or best offer. (714) 785-4784. (37/2x)

FMF 125 Penton

Boost ported, pipe, head work, carb, racing ignition, laid-down Konis & Ceriani forks. New top end, not broken in yet. Sacrifice \$425. (213) 373-3523. (37)

'76 Jawa DT 500

Race ready, including extra wheels & gears. Call (916) 878-1593. \$1500.00. (37)

Custom dirt bike

Trick from the ground up. Y.Z. wheels, gas Girling, Betor forks, custom frame. Suzuki 400 engine, new throughout. Very fast, handles good. (714) 532-2209. (37)

360 Yamaha Trackmaster

Fresh piston, rings & rod. Alum. rims, Barnes rear, new Goodyear D/Ts, new bars, grips, throttle, S&W shocks & chamber. Spare & sprockets, cherry, \$1000.00. (213) 545-1481. (37)

Club wants new members!

Desert Squirrels, District 37 desert racing club seeks active new members. Families and beginners welcomed! Cliff (213) 442-7562 or Randy (714) 245-1905. (37)

'75, 250 Falta CZ

Air forks, laid down CZ air shocks, 36 Mikuni, reed valve, Twin Air, plastic fenders, CZ DID rims, ridden five times. Bought Jan. '76, stored since March. Asking \$900, make offer. (213) 654-8064. (37)

*****Showroom**sharp!!**

I've cleaned, sanded, painted my '75, 250 Yam. monoshock for sale. Must see & ride to really appreciate it. \$775.00. Call Fulton (714) 599-8146 or (213) 264-5400. (37)

'73 YAM. 125 MX, fast & reliable, \$250.00. (714) 551-3372 or (714) 544-8065.

Husky 175 GP

8 1/2" Betors, 34 Mikuni, rear D.I.D. with Buchanan spokes, Phase II air cleaner, xint. cond. \$850.00. Husky 1.4 stock tank, \$45.00. (213) 980-1268. (37)

'74 Yamaha 125 and 360 MX

Both in excellent cond. 360 — \$575. 125 — \$500. After 5 (213) 631-3077. (37)

1975 John Player Norton

850cc Quaife close ratio 5 speed gears, Morris mags, twin front disc, also rear disc, Dunstall exhaust, spares, \$4000.00. (213) 868-0431 X 581. (37)

'71 CZ MX 125. LOOKS & runs like new, \$275.00. Must see. + rail trailer, \$145.00. (213) 886-7932. (37)

'70 Husky 360 8-speed

Big tank, Mikuni carb, Skyway silencer, P.P.s, never been raced, very clean and very strong bike. Must see to appreciate, \$575. (213) 459-3929. (37)

Late '75 CR250MI

Complete suspension modification, engine work, many extras. Must sell, \$850.00. (213) 943-4465. (37)

1976 RM250 Suzuki

Cherry, ridden once, super fast bike w/many extras, \$1150.00. (213) 570-1131. (37)

400 Maico \$325, Dodge van \$995

100 Rickman, \$275. Pvt. pty., all good condition. (213) 420-5390 work, (213) 865-4962 home. (37)

Bultaco Maico-KTM in stock now!

Mark II gas Girlings, \$59.95 - ALBA BULTACO (714) 427-9166. (37/2x)

Super Bultaco 250 Pursangs

Clean, fast, ported 250 with MacDonald swingarm, up-pipe, shift kit, and GP tank. Excellent condition and race ready. Featured in June 1st issue of CN. \$700.00. Also stock 250 in excellent condition, \$550.00. Many spares for both bikes. Call (213) WA 8-1248. (37/TFN)

FOR SALE: '73 1/4 Radial 400 MAICO like new, \$550 and '74, 125 HONDA ELSINORE, also sharp, \$450. Must sell. (213) 598-1735 or (213) 596-3626. (37/3x)

'74 Yamaha MX100A

PMC plastic tank, K&N filter, 28mm carb., 21" front wheel, much more — \$350.00 or offer. (213) 431-1086. (37)

'74 Honda CR 125 and gear

Bike is very clean, well kept, healthy. \$500.00 GP boots, leathers, jersey, reasonable too. (714) 642-1321. (37)

'74 CR250 Elsinore, \$449

Gyt kit, forward mounted Konis, fork kit, high and low pipe, excellent condition, extras! Tel. day or eves. (213) 963-7714. (37)

'75, 400 monoshock

400 Yamaha, like new condition with extras, \$800. Call after 5:30 (714) 995-5697. (37/2x)

WILL TRADE NEW VESCO tank for Yamaha monoshock aluminum tank, in new or excellent condition. Call 7 a.m.-6 p.m. weekdays, Gary (714) 540-7351. (37)

'75 250 Bultaco

Nu motor, Vesco, DIDs, dependable and quick, \$675. (714) 527-2481. (37)

* Help wanted *

C & J Precision Products has openings for an experienced fabricator/heliarc. welder and also a tube fitter. We work a four day week. Call Gary (714) 540-7350. (37)

2 CZs for sale

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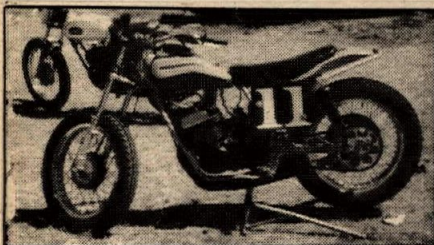
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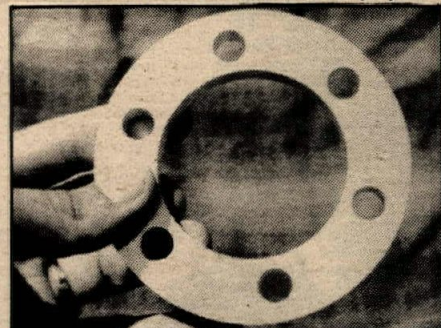
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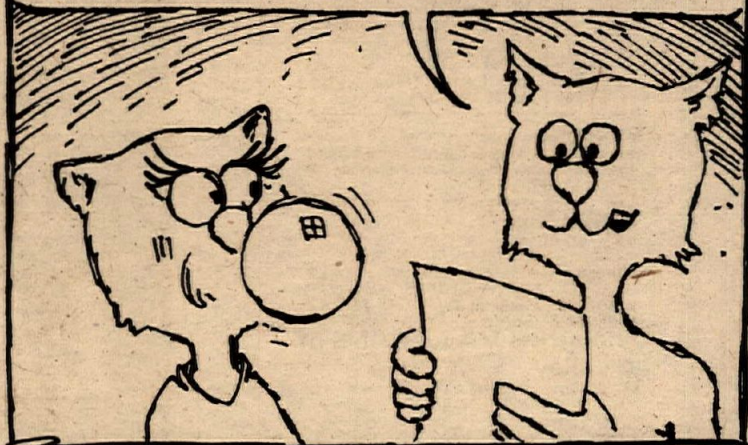
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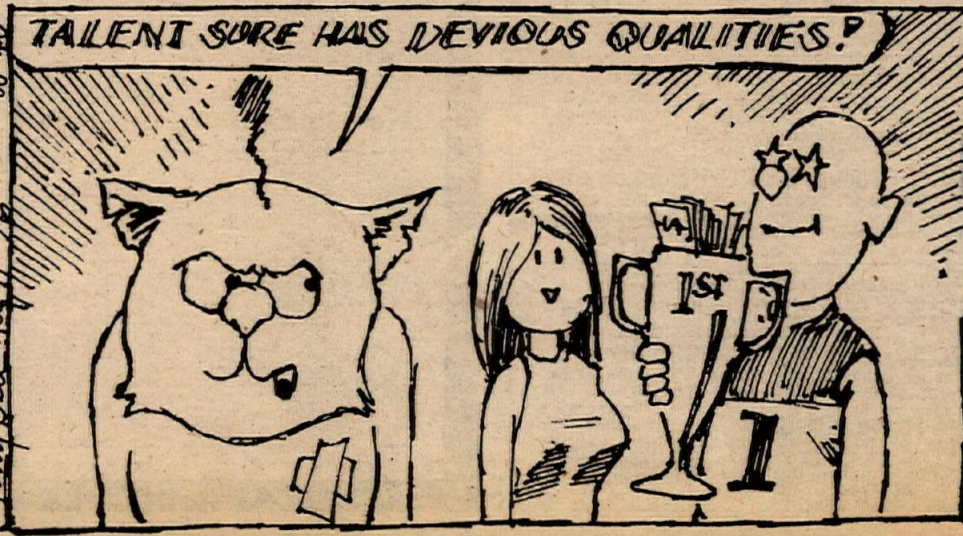
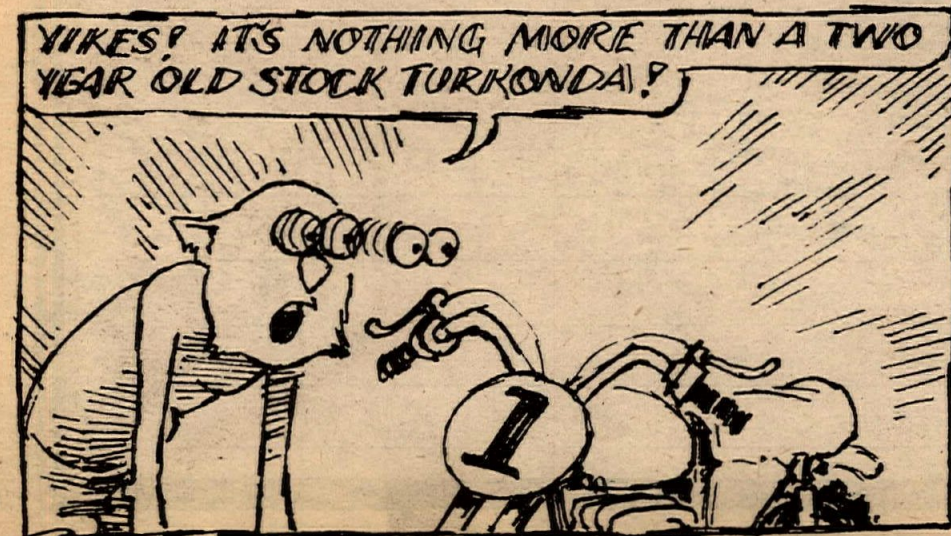
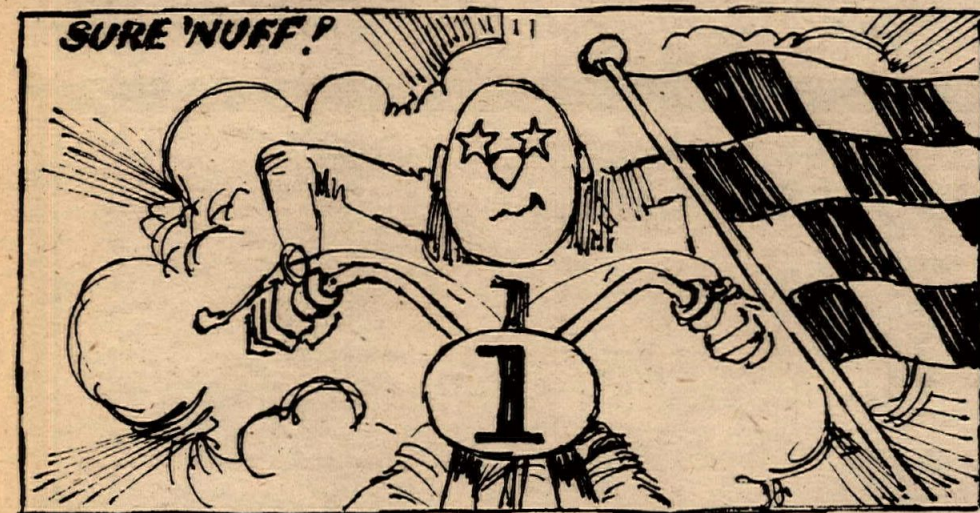
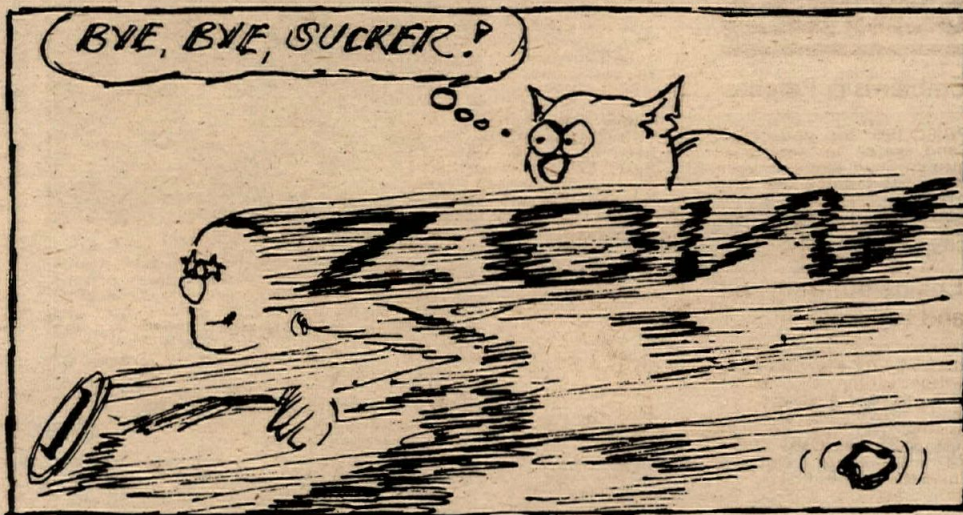
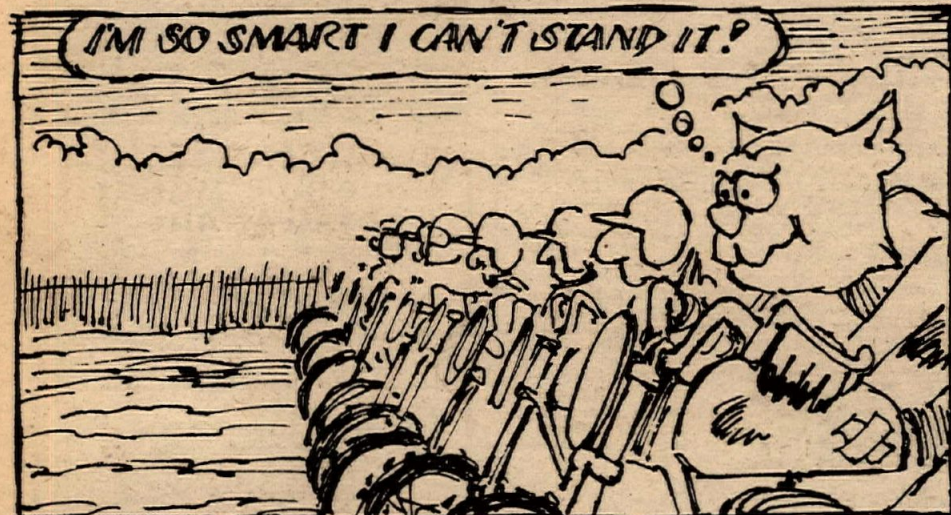
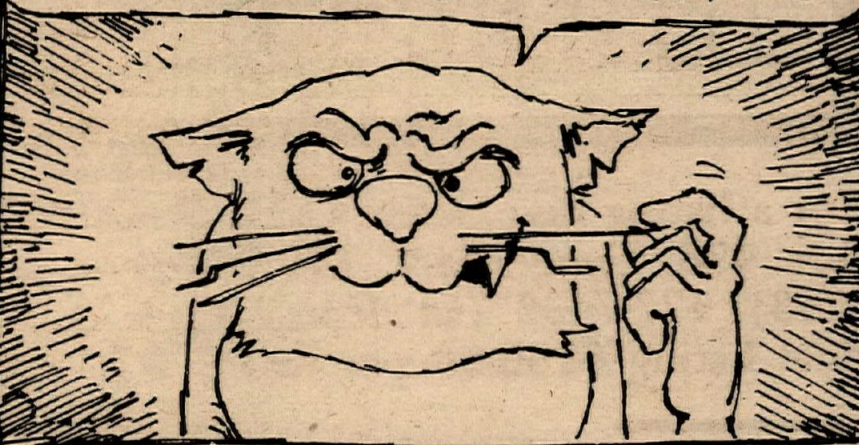
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G B PRECISION MOTORCYCLES — Only auth. dealer in West LA area. Maico & Indian service, sales, & parts. 8750 W. Washington Bl, Culver City, CA 90230. 213-836-1949.

Fullerton

TOWN AND COUNTRY CYCLE — Suzuki, Puch and Dunecycles. Sales, service, parts & access. Insurance. Hard to get parts. 411 S. Brookhurst, Fullerton, CA 92633. 714-871-2460.

Gardena

HONDA OF GARDENA — 15515 S. Western Ave, Gardena. 213-770-0603 or 323-8314. Full line of Kawasakis. Parts & Access. M.C. insurance too! Come in or call.

Glendora

HONDA OF GLENDORA — Can-Am, Honda, Hodaka — Sales, parts & Serv. Insurance, easy credit, free lessons, racing parts, access. 723 Alosta (hwy. 66) Glendora 91740. 213-963-5984.

Hollywood

HONDA, BMW, TRIUMPH — Bill Robertson & Sons, Inc. - Dirt or street, sales, service, parts, mail order, access, insurance. 6525 Santa Monica Bl, Hollywood 91606. 213-466-7191.

Inglewood

CROWELL CYCLE SHOP — Carabela, KTM, Maico, & Ossa. Parts & service. 10427 Prairie Ave. 213-673-5562. Hours: Mon.-Fri. 9-6 Sat. 9-4.

La Habra

LEBARD & UNDERWOOD — 321 E. Imperial Hwy., La Habra. 714-879-8252/213-691-0553. Sales, service, parts & insurance. Honda, BMW, & BSA.

Long Beach

HARLEY-DAVIDSON OF LONG BEACH — 3654 Long Beach Bl, 213-426-7101. Parts & Access. Road & competition. Top quality service, full equipped service dept.

Lomita

PACIFIC COAST HONDA — Honda, Maico, and Hon. Generators. Sales, Serv. Financing. CR parts. Hondaline & street acces. Mai. parts & access. 1820 W. Pac. Cst. Hwy. 213-326-3810.

Norwalk

HY JENKS, INC. — Yamaha & BMW. New Management. 7 days a week. 213-868-9997. Sales, parts, access, insurance & expert service. 13200 San Antonio Dr., Norwalk.

Novato

D & R Cycle, Westminster, CA has moved & changed names. We are now Redwood Cycles located at 7435 Redwood Blvd., Novato, CA 94947 (Marin Co., Northern Calif.) 415-897-5886. Look for our future ads in C.N.

Orange

CALIFORNIA SUZUKI OF ORANGE — Complete stock. Full service. Machine shop. Access. Insurance. Trailers. 1915 E. Katella Ave. 714-639-7771.

Pacoima

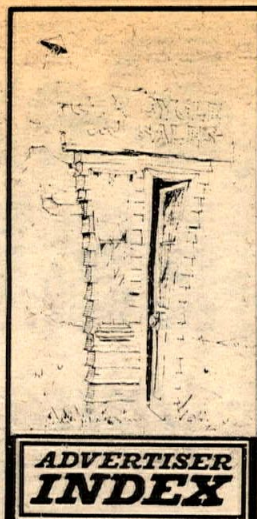
CASEY'S CYCLE REPAIR — Triumph, BSA, Old Harley parts. Complete machine shop. Open Tuesday thru Saturday 9-6 pm. 10249 San Fernando Rd., Pacoima, CA Phone: 213-899-9519.

Sacramento

JOE SARKEES MOTORCYCLES — Triumph, Honda, MotoGuzzi, BMW. Sales, Service, Parts & Access. 2509 Broadway, Sacramento, CA 95818. 916-452-5491.

Santa Ana

ROY'S M.C. SHOP — 12461 Westminster, Santa Ana. "Orange County's oldest established Honda dealer." Honda, Full bore dealer. Kawasaki. 714-531-0742.

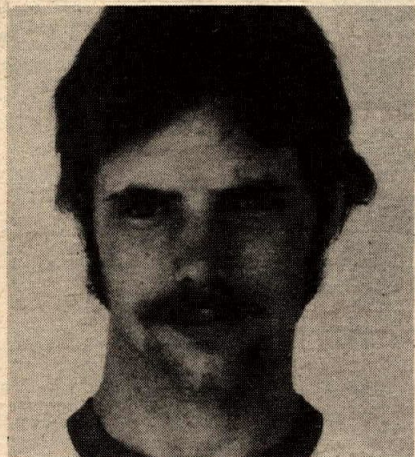


AAA Cycle Center	10
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Yamaha Family Cycles	



Penton salutes the 51st ISDT Penton riders.

United States Silver Vase Team



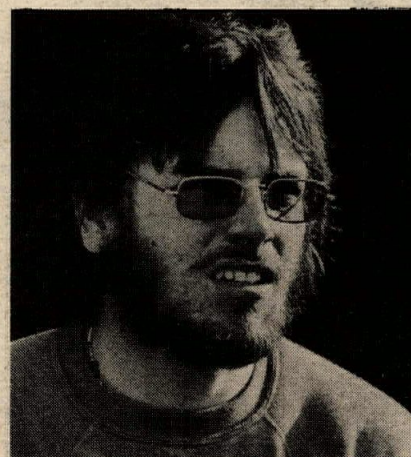
JACK PENTON



CARL CRANKE



TOM PENTON



DANE LEIMBACH

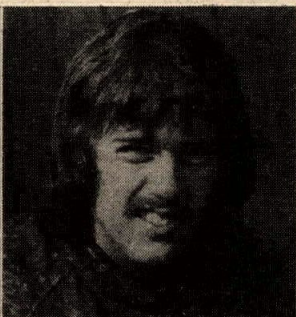
Independent Penton Riders



KEVIN LAVOIE



GARY YOUNKINS



ROD BUSH



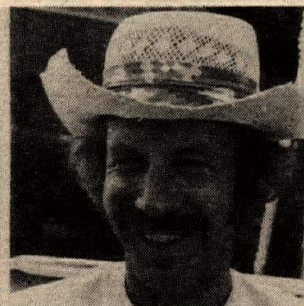
FRANK GALLO



JEFF HILL



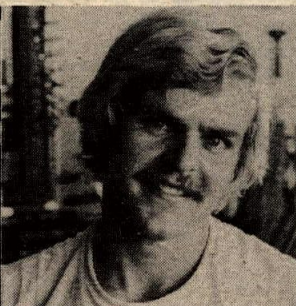
RICK WEATHERSBEE



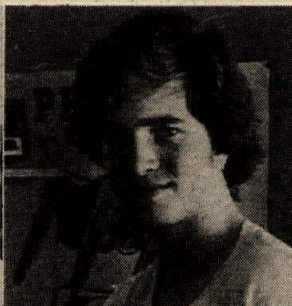
DENNY VANDECAR



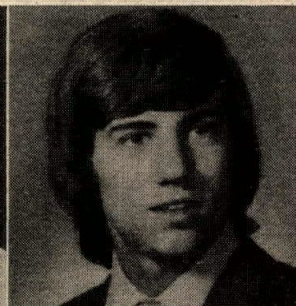
ERIC JENSEN



DON CHICOKI



BILL GEIER



JEFF GERBER

HARRY
HEILMAN

FRED
CAMERON

PENTON RIDERS 2-DAY QUALIFIER RESULTS

CLASS CHAMPIONS, Penton 5, Husky 1

CLASS WINS Penton 29, Rokon 3, Hercules 4, Yamaha 4, Husky 4, Bultaco 4.

GOLD MEDALS

	NJ	FT. HOOD	CA.	ALA.	WA.	MI.	TRASK	BAD ROCK	TOTAL
PENTON	20	23	8	35	5	24	18	13	146
CAN-AM	6	1	1	1	1	5	2	1	18
HERCULES	3	6	1	7	2	5	5	5	34
HONDA	3	0	4	3	2	2	6	2	22
KTM	1	1	10	2	8	0	8	4	34
OSSA	4	3	0	7	2	4	5	5	30
MAICO	2	1	0	3	0	3	0	0	8
HUSKY	4	4	13	8	11	9	18	11	62
MONTESA	1	0	2	0	0	0	1	0	4
ROKON	4	4	2	3	2	3	4	2	24
YAMAHA	4	7	20	6	8	4	11	6	66
BULTACO	1	1	6	3	6	3	2	1	23
SUZUKI	0	1	0	0	1	0	2	0	4
KAWASAKI	0	0	0	0	0	1	0	0	1
HODAKA	0	0	0	0	4	0	1	0	5
JAWA	0	0	0	0	1	0	0	0	1
DKW	0	0	0	2	0	0	0	0	2
CYCLE UNKNOWN	0	13	0	0	0	0	0	10	23



51st Sept. 20-25
**INTERNATIONAL
SIX DAYS TRIAL
OSTERREICHRING
Zeltwig, Austria**

Penton Sportcycles are really proud of the outstanding job done by all Penton riders in winning the large number of Gold medals in the qualifiers and the large number of U.S. ISDT riders on Penton cycles.

We are helping support all the Penton riders in getting to the Six-Days and wish them all the best of luck. We are really proud of these riders and believe they will represent the U.S. in the finest fashion possible.



PENTON
U. S. A.

EAST: 3709 W. Erie Ave., Lorain, Ohio 44053
CENTRAL: P. O. Box 2327, Amarillo, Texas 79106